Village of Northbrook

Board of Trustees

REGULAR MEETING AGENDA

SANDRA "SANDY" FRUM BOARD ROOM
NORTHBROOK VILLAGE HALL, 1225 CEDAR LANE
TUESDAY, JANUARY 24, 2023

7:30 PM

1. ROLL CALL

2. PLEDGE OF ALLEGIANCE

3. MINUTES APPROVAL

A. Review and Approval of the January 10, 2023 Regular Board of Trustee Meeting Minutes

4. PUBLIC COMMENT TIME

Please Note - Members of the public wishing to respectfully share thoughts about any matter concerning the Northbrook Board of Trustees may do so by coming to a meeting and speaking during the "Public Comment" time on general matters, or by speaking if and when comment is called during debate on a specific matter that is listed on the agenda. Members of the public can also submit a written comment via the Village's website. Each written comment submitted on the website will be delivered to each member of the Village Board prior to the meeting but will not be read out loud at the meeting unless specifically requested. Please note that while the Village Board will not immediately respond to public comments at the meeting, or engage in a back and forth discussion during the meeting, we are of course actively listening to all comments, thoughts, and suggestions. Thank you for your understanding and taking the time to contribute to the success of our community.

5. MANAGER'S REPORT

6. WARRANT LIST

A. Review and Approval of Payments to be Made

ATTACHMENTS:

- Payments to be Made Per Listing Dated January 1, 2023 through January 15, 2023 Alpha and Descending

B. Review of Frontage Deposit Refund List Dated January 14, 2023

ATTACHMENTS:

- Frontage Deposit Dated January 14, 2023

7. PRESIDENT'S REPORT

A. COMMUNITY MOMENT

8. CONSENT AGENDA

The matters listed for consideration on the Consent Agenda are matters that appear to have the unanimous support of the Board of Trustees. The Village President will review, designate the resolution or ordinance number for passage and then inquire if any member of the Board or member of the public objects to any item on the Consent Agenda. If any objections are raised, the matter will be removed from the Consent Agenda and relocated to a location on this agenda for consideration during the appropriate Board Committee report. If no objection is voiced, the Village President will request a motion and second for passage of all items listed. The resultant roll call vote on the Consent Agenda will be applicable to each individual agenda item.

A. **RESOLUTION NO.23-**
A Resolution Approving an IGA with School District 27 for Reciprocal Reporting

ATTACHMENTS:
- ReciprocalReportingAgreement-NB27

B. **RESOLUTION NO.23-**
A Resolution Authorizing a 36 Month Lease Agreement for Trash and Recycling Receptacles for the Central Business District from Big Belly Solar, LLC. from Needham, Pennsylvania

ATTACHMENTS:
- Exhibit A - Big Belly Solar, LLC Sole Source Letter
- Exhibit B - Example of Big Belly Receptacles
- Exhibit C - Trash Receptacle CBD Locations
- Exhibit D - Big Belly 36 Month Lease Proposal

C. **RESOLUTION NO.23-**
A Resolution to Approve Annual Contribution for Intergovernmental Risk Management Agency

ATTACHMENTS:
- Statement of 2023 Annual Contribution

D. **ORDINANCE NO.23-**
An Ordinance Granting a Level III Design Review Permit for Projecting Signs at 1314 Shermer Road (@Properties)

ATTACHMENTS:
- 1314 Shermer - Ordinance Exhibit A
- 1314 Shermer - ACC Staff Report

E. **ORDINANCE NO.23-**
An Ordinance Amending Chapter 15 of the Northbrook Municipal Code Regarding Special Events

F. **ORDINANCE NO.23-**
An Ordinance Amending the Annual Fee Ordinance Regarding Parking Regulations on Asbury Road

ATTACHMENTS:
- Exhibit A - Asbury Road Location Map
- Exhibit B - Asbury No Parking Petition

G. **ORDINANCE NO.23-**

An Ordinance Approving the Renewal and Transfer of Special Permits for Operation of Automotive Repair Facility with Outdoor Automobile Storage and an Automotive Detailing Facility in the I-1 Restricted Industrial District (Northshore Car Care – 1875-1881 Techny Road) (Plan Commission Docket NO. BOT-22-13)

ATTACHMENTS:

- 1875-1881 Techny - Ordinance Exhibit A-B
- 1875-1881 Techny - Application Summary, Aerial
- 1875-1881 Techny - Previously approved Ord. No. 2018-25
- 1875-1881 Techny - Applicant Submittal

COMMITTEE REPORTS

9. ADMINISTRATION AND FINANCE

10. PLANNING AND ECONOMIC DEVELOPMENT

A. PRELIMINARY REVIEW - ZONING & DEVELOPMENT APPLICATIONS

The comments made by Board Members this evening are the preliminary comments of individual trustees and do not represent the opinion or final determination of the Village of Northbrook. No final decision on the requested relief can or will be made until after the matter goes through the Village zoning process, which may include a public hearing and recommendation by the Northbrook Plan Commission.

B. Staff Memo Relating to 1657 Shermer Road

ATTACHMENTS:

- ACC 9-8-22 Minutes, Staff Report, and Addendum
- PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments
- PC 11-1-22 Minutes, Staff Report, Addendum
- PC 11-15-22 Resolution, Minutes, Staff Report
- 1657 Shermer - Public Correspondence
- 1657 Shermer - Formal Application Materials Submittal
- 1657 Shermer - Applicant Submittal Additional Info
- 1657 Shermer - Applicant Submittal Part 1
- 1657 Shermer - Applicant Submittal Part 2
- 1657 Shermer - Applicant Submittal Part 3
- 1657 Shermer - Applicant Submittal Part 4
- 1657 Shermer - Applicant Submittal Part 5

C. **RESOLUTION NO.23-**

A Resolution Denying Requests for Text Amendment, Rezoning, Special Permits, Development Concept Plan Approval, Variations, Exceptions, Waiver, Site Plan Approval, and Tentative Plat Approval (1657 Shermer Road) (Plan Commission Docket No. PCD-22-08)

D. **ORDINANCE NO.23-**

An Ordinance Amending the Northbrook Zoning Code to Increase the Permitted Maximum Height for Planned Developments within the VGRC Village Green Residential & Commercial District (1657 Shermer Road) (Plan Commission Docket No. PCD-22-08)

E. **ORDINANCE NO.23-**
An Ordinance Rezoning the Property Located at 1657 Shermer Road and Amending the District Zoning Map (1657 Shermer Road) (Plan Commission Docket No. PCD-22-08)

ATTACHMENTS:
- Exhibits A-B of Rezoning Ordinance

F. **ORDINANCE NO.23-**
An Ordinance Granting Approval of Special Permits, Development Concept Plan, Variations, Exceptions, Waiver, Site Plan, Tentative Plat, a Development Agreement, and a First Amendment to Purchase and Sale Agreement (1657 Shermer Road) (Plan Commission Docket No. PCD-22-08)

ATTACHMENTS:
- Exhibit A of Ordinance - Legal Description
- Exhibit B of Ordinance - Tentative Plat
- Exhibit C of Ordinance - Development Concept Plan Components
- Exhibit D of Ordinance - Development Agreement
- Exhibit E of Ordinance - First Amendment to PSA

11. COMMUNITY AND SUSTAINABILITY

12. PUBLIC WORKS AND FACILITIES

13. PUBLIC SAFETY

14. COMMUNICATIONS AND OUTREACH

15. REMARKS FOR THE GOOD OF THE ORDER

16. CLOSED SESSION

17. ADJOURN

The Village of Northbrook is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of this meeting or the facilities, are requested to contact Debbie Ford (847-664-4013) promptly to allow the Village of Northbrook to make reasonable accommodations for those persons. Hearing impaired individuals may call the TDD number, 847-564-8645, for more information.

VILLAGE OF NORTHBROOK
COOK COUNTY, ILLINOIS
Tuesday, January 24, 2023

VILLAGE OF NORTHBROOK

GENERAL LEDGER SYSTEM
WARRANT LIST

01 - JANUARY - 23 - 15 JANUARY - 23
FOR 01/24/2023 MEETING

CHECK NUMBER	VENDOR NAME	PURPOSE	AMOUNT
301650	ACCURATE EMPLOYMENT SCREENING, LLC	SERVICES - GG	9.54
301594	ACE NORTHBROOK HARDWARE & RENTAL	SUPPLIES - PW	552.08
301667	ADAM WORTHINGTON	UNIFORMS - PD	521.16
5422(A)	ADDIS LAW GROUP	LEGAL FEES - GG	17,000.00
301691	ADELA N. MIZRACHI	EASEMENT REIMBURSEMENT - PW	2,200.00
5388(A)	ADVANCED TREE CARE	PROFESSIONAL SERVICES - PW (*)	64,515.12
5389(A)	AIR ONE EQUIPMENT INC	SUPPLIES - FD	3,009.99
301665	ALBERTA PETROSKO	UNIFORMS - PD	150.00
301641	ALLEGRA MARKETING, PRINT AND MAIL	PRINTING - PD	1,044.18
5421(A)	ALPHA BUILDING MAINTENANCE SERVICE	PROFESSIONAL SERVICES - PW	14,982.00
5419(A)	AMAZON.COM SERVICES, INC.	SUPPLIES - DPS	4,275.56
301648	AMERICAN PRINTING TECHNOLOGIES INC	PRINTING - FIN	536.48
301565	ANDERSON LOCK COMPANY, LTD	SUPPLIES - PW	338.58
301688	ANDREW S. OH	EASEMENT REIMBURSEMENT - PW	15,000.00
301668	ANGELIKA MCGEE	MILEAGE REIMBURSEMENT - PD	43.05
301658	ARLINGTON HEIGHTS FORD, LLC	PARTS - PW	85.13
5390(A)	ARLINGTON POWER EQUIPMENT	PARTS - PW	33.02
301635	ARTISTIC ENGRAVING	UNIFORMS - FD	2,710.00
301566	ASSOCIATED TECHNICAL SERVICES, LTD	SERVICES - PW	880.00
301571	AT&T MOBILITY NATIONAL ACCOUNTS LLC	TELECOMMUNICATIONS - IT	5,746.89
301644	BACKFLOW SOLUTIONS, INC.	SERVICES - PW	5,787.57
301634	BADE SUPPLY	PARTS - PW	174.45
301627	BATTERIES PLUS LLC	SUPPLIES - PW	135.49
301662	BERNICE BECKERMAN	AMBULANCE REIMB - FD	97.20
301567	BOUND TREE MEDICAL, LLC	SUPPLIES - FD	899.93
5393(A)	C.E.S.	SUPPLIES - PW	30.91
5418(A)	CABCONNECT	SENIOR TAXI PROGRAM - FIN	63.30
301666	CAITLIN MCKENZIE	UNIFORMS - PD	1,463.75
301601	CASH	MILEAGE REIMBURSEMENT - FD	398.50
301568	CHICAGO TRIBUNE	ADVERTISEMENT - PW	75.74
301569	CHICAGO TRIBUNE	SUBSCRIPTIONS - FD	235.42
301570	CHRISTOPHER B. BURKE ENGINEERING	PROFESSIONAL SERVICES - DPS	437.50
301622	CINTAS CORPORATION #2	SUPPLIES - PD	352.25
301623	CINTAS CORPORATION #2	UNIFORMS - PW	145.42
301652	CLARK HILL PLC	LEGAL SERVICES - GG	10,447.50
5392(A)	COMCAST	TELECOMMUNICATIONS - IT	2,629.51
301572	COMCAST CABLE	UTILITIES - FD	443.91
301573	COMCAST CABLE	UTILITIES - FD	494.55
301574	COMMONWEALTH EDISON COMPANY	UTILITIES - PW	8,542.03
301653	COMMUNITY PARTNERS FOR AFFORDABLE	PROFESSIONAL SERVICES - DPS	3,983.75
301659	CONSTELLATION ENERGY CORPORATION	UTILTIES - PW	37,429.65
301575	COOK COUNTY TREASURER	MAINTENANCE - PW	10,582.99
301689	CRISTINA PARTIPILO	EASEMENT REIMBURSEMENT - PW	8,200.00
301690	DANA COHEN	EASEMENT REIMBURSEMENT - PW	6,000.00
301577	DATACOM	ANNUAL MAINTENANCE - IT	898.00
301669	DENISE JASSO	MILEAGE REIMBURSEMENT - PD	13.10
301616	DONALD T. DYTKIEWICZ	SERVICES - PW	1,100.00
301696	DOROTHY MULLER	UTILITY REFUND - FIN	8.14
301646	DR. ROBIN KROLL INC	ANNUAL WELLNESS CHECK - PD	16,450.00
301576	DTN, LLC	SERVICES - PW	2,361.00
301578	EL-COR INDUSTRIES, INC.	SUPPLIES - PW	552.51
301639	ELGIN RECYCLING, INC.	RECYCLING - PW	2,464.00
301579	EMPLOYEE ASSISTANCE PROFESSIONALS	MEMBERSHIP - PD	195.00

Attachment: Payments to be Made Per Listing Dated January 1, 2023 through January 15, 2023 Alpha and Descending (6525 : Warrant List)

VILLAGE OF NORTHBROOK

GENERAL LEDGER SYSTEM
WARRANT LIST

01 - JANUARY - 23 - 15 JANUARY - 23
FOR 01/24/2023 MEETING

CHECK NUMBER	VENDOR NAME	PURPOSE	AMOUNT
5394(A)	ESRI, INC.	ANNUAL SUBSCRIPTION - IT	285.14
301655	EXCEL OIL SERVICES	SERVICES - PW	240.00
5395(A)	FASTSIGNS	SUPPLIES- PD	58.69
5417(A)	FIRE SAFETY CONSULTANTS, INC	PROFESSIONAL SERVICES - FD	2,395.00
301640	FIRST CHOICE COFFEE SERVICES	SUPPLIES - PW	629.03
301638	FUJITEC AMERICA, INC.	SERVICES - PW	565.00
5396(A)	GALLS, LLC	SUPPLIES - PD	467.65
5397(A)	GHA TECHNOLOGIES INC	ANNUAL MAINTENANCE - IT (*)	20,998.57
301670	GINA MANSKI	MEMBERSHIP - PD	25.00
301580	GOLF MILL FORD	PARTS - PW	518.01
5398(A)	GRAINGER	PARTS - PW	116.33
301657	GRANITE TELECOMMUNICATIONS, LLC	TELECOMMUNICATIONS - IT	2,755.94
301581	GRAYBAR ELECTRIC COMPANY INC.	SUPPLIES - PW	5,391.24
5399(A)	HAVEY COMMUNICATIONS, INC.	PARTS - PW	168.00
301633	HEALTH INSPECTION PROFESSIONALS INC	HEALTH INSPECTION - DPS	5,500.00
301582	HOME DEPOT CREDIT SERVICES	SUPPLIES - PW	429.47
5401(A)	HUFF & HUFF, INC	PROFESSIONAL SERVICES - PW	1,466.08
301584	I.P.I.A.	MEMBERSHIP - DPS	390.00
301586	IDLEWOOD ELECTRIC SUPPLY, INC.	SUPPLIES - PW	128.66
301587	ILLINOIS DEPARTMENT OF AGRICULTURE	MEMBERSHIP - PD	0.20
301588	ILLINOIS SECTION AWWA	SEMINAR - PW	96.00
301629	INDUSTRIAL SAFETY LLC	SUPPLIES - PW	1,063.96
301589	INFO-TECH RESEARCH GROUP INC.	ANNUAL SUBSCRIPTION - IT	2,967.25
301637	INSIGHT PUBLIC SECTOR, INC	ANNUAL SUBSCRIPTION - IT (*)	87,292.44
5402(A)	INTERGOVERNMENTAL RISK MANAGEMENT	DEDUCTIBLE - GG	21,709.93
301583	INTERNATIONAL ASSOCIATION OF CHIEFS	MEMBERSHIP - PD	190.00
301585	ISFSI	TRAINING - FD	500.00
5410(A)	J.F. WAGNER PRINTING COMPANY	PRINTING - GG	7,761.00
301590	J.G. UNIFORMS, INC.	UNIFORMS - PD	6,612.89
301687	JEANNETTE WERNER	EASEMENT REIMBURSEMENT - PW	7,750.00
301675	JIM BAXA	MEMBERSHIPS - PW	175.00
301636	JONES & BARTLETT LEARNING, LLC	TRAINING EQUIPMENT - FD	171.31
301686	KERRICK GOODMAN-LUCKER	EASEMENT REIMBURSEMENT - PW	15,000.00
301624	LABSOURCE, INC.	SUPPLIES - FD	879.04
301664	LAUREN KOHLENBRENER	PERMIT REFUND - PD	20.00
301660	LINDE GAS & EQUIPMENT INC.	PARTS - PW	173.88
5403(A)	LOGSDON OFFICE SUPPLY	SUPPLIES - PD	763.15
5407(A)	M.E.S.	MAINTENANCE - FD	597.50
5420(A)	MACQUEEN EMERGENCY GROUP	PARTS - PW	566.28
301671	MARK GRAF	UNIFORMS - PD	143.44
5405(A)	MC MASTER-CARR SUPPLY COMPANY	SUPPLIES - PW	165.78
301591	MENONI & MOCOGNI, INC.	MATERIALS - PW	1,410.40
301693	MICHAEL CAMPBELL	VEHICLE STICKER REFUND - FIN	30.00
301676	MICHAEL FONTANEZ	REIMBURSEMENT - PW	576.09
301678	MICHAEL PUSATERI	TRAINING EQUIPMENT - FD	344.99
301695	MICHAEL RADEL	UTILITY REFUND - FIN	18.02
301692	MICHAEL VALLONE	EASEMENT REIMBURSEMENT - PW	7,500.00
301630	MIDWEST OPERATING ENGINEERS WELFARE	HEALTH INSURANCE - GG	7,151.00
301631	MIDWEST OPERATING ENGINEERS WELFARE	HEALTH INSURANCE - GG	22,358.00
301632	MIDWEST OPERATING ENGINEERS WELFARE	HEALTH INSURANCE - GG	29,232.00
301656	MIDWEST POWER INDUSTRY, INC	SERVICES - PW	1,693.50
301628	MN8FOXFIRE/LUM AWARE SAFETY	SUPPLIES - FD	194.90
5406(A)	MOTOROLA SOLUTIONS, INC.	RADIO EQUIPMENT - FD	9,121.76

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VILLAGE OF NORTHBROOK

GENERAL LEDGER SYSTEM
WARRANT LIST

01 - JANUARY - 23 - 15 JANUARY - 23
FOR 01/24/2023 MEETING

CHECK NUMBER	VENDOR NAME	PURPOSE	AMOUNT
301649	MUNICIPAL SYSTEMS LLC	ANNUAL SUBSCRIPTION - IT	1,201.75
301642	NAPA AUTO PARTS	PARTS - PW	40.79
301595	NICOR	UTILITIES - PW	2,448.29
301592	NIPSTA	MEMBERSHIP - PD (*)	24,076.00
301679	NOAH CLOHISY	TRAINING EQUIPMENT - FD	345.55
5408(A)	NORTHBROOK PUBLIC LIBRARY	IMPACT FEE - DPS	100.00
301596	NORTHERN ILLINOIS POLICE ALARM	UNIFORMS - PD	122.91
301598	NORTHSHORE OMEGA	COVID TESTING - GG	4,711.00
301597	NORTHSHORE UNIVERSITY HEALTHSYSTEM	TRAINING - FD	9,500.00
301600	P.F. PETTIBONE AND COMPANY	SUPPLIES - GG	603.55
301654	PACE ANALYTICAL SERVICES, LLC	SERVICES - PW	396.75
301599	PADDOCK PUBLICATIONS, INC.	PROFESSIONAL SERVICES - DPS	178.50
301684	PAIGE MCCOY	PARKING TICKET REFUND - FIN	25.00
301685	PAMELA LENZIE	PARKING TICKET REFUND - FIN	50.00
301651	PEERLESS NETWORK, INC.	TELECOMMUNICATIONS - IT	4,378.59
301677	PETER VAVALLE	CDL REIMBURSEMENT - PW	50.00
5409(A)	POMP'S TIRE SERVICE, INC.	SERVICES - PW	582.04
301604	PROFORMA PACIFIC GRAPHICS	SUPPLIES - FIN	374.00
301603	PROMO'S 911, INC.	SUPPLIES - FD	1,723.76
301605	PROVANTAGE LLC	SUPPLIES - PW	289.40
301606	PUMPBIZ, INC.	SUPPLIES - PW	1,261.55
301593	QUADIENT, INC	MAINTENANCE - FIN	533.75
301607	RAMAKER & ASSOCIATES, INC.	SERVICES - PW	850.00
5411(A)	REALTY & MORTGAGE CO	SHF EXPENSE REIMB - FIN	22,276.76
301643	RICKMAN CONTRACT SERVICES, INC.	PROFESSIONAL SERVICES - FIN	6,500.00
301680	ROBERT KINCAID	KITCHEN/DORM - FD	157.17
301608	RUSH TRUCK CENTERS OF ILLINOIS	PARTS - PW	67.66
301681	RYAN MURPHY	LICENSE RENEWAL - FD	40.00
301672	SCOTT LUBIAK	UNIFORMS - PD	191.90
301683	SEAN GORETSKIE	PARKING TICKET REFUND - FIN	20.00
301609	SENTINEL TECHNOLOGIES, INC.	SUBSCRIPTION - IT	2,732.26
301610	SHERMAN MECHANICAL INC.	SERVICES - PW	426.00
301611	SPOK, INC.	PAGERS - PW	59.76
301612	STANDARD EQUIPMENT COMPANY	PARTS - PW	278.33
301663	STEVEN RICHARDS	AMBULANCE REIMB - FD	319.94
301613	SUBURBAN ACCENTS INC.	PARTS - PW	190.00
301614	SUNSET FOOD MART, INC.	KITCHEN/DORM - FD	1,292.61
301694	SUSAN CHANG	UTILITY REFUND - FIN	37.03
301615	SWANSONS BLOSSOM SHOP	SERVICE RECOGNITION - FD	93.95
301673	TERESA DREWES	K-9 CARE - PD	395.40
5404(A)	TERRI LUECHT	SUPPLEMENTAL PAYMENT - FIN	1,659.00
301617	THOMPSON ELEVATOR INSPECTION	PROFESSIONAL SERVICES - DPS	272.00
301620	THOMSON REUTERS	SUBSCRIPTION - PD	301.74
301647	TIDE CLEANERS	SERVICES - PD	88.00
301618	TOTAL PARKING SOLUTIONS, INC.	SERVICES - PW	4,956.00
5416(A)	UNIQUE PRODUCTS & SERVICE CORP	SUPPLIES - PW	2,377.55
301661	UNMANNED VEHICLE TECHNOLOGY, LLC	DRONE - PD	18,627.97
5400(A)	USABLUEBOOK	SUPPLIES - PW	958.77
5413(A)	USALCO	SUPPLIES - PW	4,053.59
301645	VERIZON CONNECT NWF INC.	SERVICES - PW	1,230.44
301619	VERIZON WIRELESS	TELECOMMUNICATIONS - IT	4,618.07
301602	VILLAGE HALL PETTY CASH FUND	PETTY CASH - FIN	1,018.17
5414(A)	WAREHOUSE DIRECT, INC.	SUPPLIES - FD	3,389.61

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VILLAGE OF NORTHBROOK

GENERAL LEDGER SYSTEM
WARRANT LIST

01 - JANUARY - 23 - 15 JANUARY - 23
FOR 01/24/2023 MEETING

CHECK NUMBER	VENDOR NAME	PURPOSE	AMOUNT
5415(A)	WATER RESOURCES INC	SUPPLIES - PW	2,205.00
5412(A)	WEIDNER FARMS MATERIAL INC	MATERIALS - PW	1,485.42
301621	WEST SIDE TRACTOR SALES	PARTS - PW	33.26
301674	WILLIAM HUMPHRIES	K-9 CARE - PD	395.40
301625	WILMETTE TRUCK AND BUS SERVICE, INC	SERVICES- PW	244.50
301682	WILSON LAWN AND LANDSCAPE, LLC	PROFESSIONAL SERVICES - PW	6,300.00
301626	WORLDS SECURITY & CONTROL, INC.	SERVICES - PW	830.00
5391(A)	XEROX BUSINESS SOLUTIONS MIDWEST	PRINTING - IT	5,637.04
		CLASS 'A' TOTAL	**683,086.85**
	CLASS 'B' WARRANTS		
362(E)	CHASE CARD SERVICES	VILLAGE CREDIT CARD - FIN	22,434.70
301563	MICHIO MURAKISHI	PROFESSIONAL SERVICES - DPS	2,468.00
1/13/23	PAYROLL	01/13/23 PAYROLL	1,002,828.89
		CLASS 'B' TOTAL	**1,027,731.59**
		REPORT TOTAL	***1,710,818.44***

by roll call vote of the Northbrook Village Board of Trustees at a duly noticed official meeting on the day

20 .

_____
Village President

ATTEST: _____

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Attachment: Payments to be Made Per Listing Dated January 1, 2023 through January 15, 2023 Alpha and Descending (6525 : Warrant List)

VILLAGE OF NORTHBROOK

GENERAL LEDGER SYSTEM
WARRANT LIST

01 - JANUARY -23 - 15 - JANUARY -23
FOR 01/24/2023 MEETING

CHECK NUMBER	VENDOR NAME	PURPOSE	AMOUNT
301637	INSIGHT PUBLIC SECTOR, INC	ANNUAL SUBSCRIPTION - IT (*)	87,292.44
5388(A)	ADVANCED TREE CARE	PROFESSIONAL SERVICES - PW (*)	64,515.12
301659	CONSTELLATION ENERGY CORPORATION	UTILTIES - PW	37,429.65
301632	MIDWEST OPERATING ENGINEERS WELFARE	HEALTH INSURANCE - GG	29,232.00
301592	NIPSTA	MEMBERSHIP - PD (*)	24,076.00
301631	MIDWEST OPERATING ENGINEERS WELFARE	HEALTH INSURANCE - GG	22,358.00
5411(A)	REALTY & MORTGAGE CO	SHF EXPENSE REIMB - FIN	22,276.76
5402(A)	INTERGOVERNMENTAL RISK MANAGEMENT	DEDUCTIBLE - GG	21,709.93
5397(A)	GHA TECHNOLOGIES INC	ANNUAL MAINTENANCE - IT (*)	20,998.57
301661	UNMANNED VEHICLE TECHNOLOGY, LLC	DRONE - PD	18,627.97
5422(A)	ADDIS LAW GROUP	LEGAL FEES - GG	17,000.00
301646	DR. ROBIN KROLL INC	ANNUAL WELLNESS CHECK - PD	16,450.00
301688	ANDREW S. OH	EASEMENT REIMBURSEMENT - PW	15,000.00
301686	KERRICK GOODMAN-LUCKER	EASEMENT REIMBURSEMENT - PW	15,000.00
5421(A)	ALPHA BUILDING MAINTENANCE SERVICE	PROFESSIONAL SERVICES - PW	14,982.00
301575	COOK COUNTY TREASURER	MAINTENANCE - PW	10,582.99
301652	CLARK HILL PLC	LEGAL SERVICES - GG	10,447.50
301597	NORTHSHORE UNIVERSITY HEALTHSYSTEM	TRAINING - FD	9,500.00
5406(A)	MOTOROLA SOLUTIONS, INC.	RADIO EQUIPMENT - FD	9,121.76
301574	COMMONWEALTH EDISON COMPANY	UTILITIES - PW	8,542.03
301689	CRISTINA PARTIPILO	EASEMENT REIMBURSEMENT - PW	8,200.00
5410(A)	J.F. WAGNER PRINTING COMPANY	PRINTING - GG	7,761.00
301687	JEANNETTE WERNER	EASEMENT REIMBURSEMENT - PW	7,750.00
301692	MICHAEL VALLONE	EASEMENT REIMBURSEMENT - PW	7,500.00
301630	MIDWEST OPERATING ENGINEERS WELFARE	HEALTH INSURANCE - GG	7,151.00
301590	J.G. UNIFORMS, INC.	UNIFORMS - PD	6,612.89
301643	RICKMAN CONTRACT SERVICES, INC.	PROFESSIONAL SERVICES - FIN	6,500.00
301682	WILSON LAWN AND LANDSCAPE, LLC	PROFESSIONAL SERVICES - PW	6,300.00
301690	DANA COHEN	EASEMENT REIMBURSEMENT - PW	6,000.00
301644	BACKFLOW SOLUTIONS, INC.	SERVICES - PW	5,787.57
301571	AT&T MOBILITY NATIONAL ACCOUNTS LLC	TELECOMMUNICATIONS - IT	5,746.89
5391(A)	XEROX BUSINESS SOLUTIONS MIDWEST	PRINTING - IT	5,637.04
301633	HEALTH INSPECTION PROFESSIONALS INC	HEALTH INSPECTION - DPS	5,500.00
301581	GRAYBAR ELECTRIC COMPANY INC.	SUPPLIES - PW	5,391.24
301618	TOTAL PARKING SOLUTIONS, INC.	SERVICES - PW	4,956.00
301598	NORTHSHORE OMEGA	COVID TESTING - GG	4,711.00
301619	VERIZON WIRELESS	TELECOMMUNICATIONS - IT	4,618.07
301651	PEERLESS NETWORK, INC.	TELECOMMUNICATIONS - IT	4,378.59
5419(A)	AMAZON.COM SERVICES, INC.	SUPPLIES - DPS	4,275.56
5413(A)	USALCO	SUPPLIES - PW	4,053.59
301653	COMMUNITY PARTNERS FOR AFFORDABLE	PROFESSIONAL SERVICES - DPS	3,983.75
5414(A)	WAREHOUSE DIRECT, INC.	SUPPLIES - FD	3,389.61
5389(A)	AIR ONE EQUIPMENT INC	SUPPLIES - FD	3,009.99
301589	INFO-TECH RESEARCH GROUP INC.	ANNUAL SUBSCRIPTION - IT	2,967.25
301657	GRANITE TELECOMMUNICATIONS, LLC	TELECOMMUNICATIONS - IT	2,755.94
301609	SENTINEL TECHNOLOGIES, INC.	SUBSCRIPTION - IT	2,732.26
301635	ARTISTIC ENGRAVING	UNIFORMS - FD	2,710.00
5392(A)	COMCAST	TELECOMMUNICATIONS - IT	2,629.51
301639	ELGIN RECYCLING, INC.	RECYCLING - PW	2,464.00
301595	NICOR	UTILITIES - PW	2,448.29
5417(A)	FIRE SAFETY CONSULTANTS, INC	PROFESSIONAL SERVICES - FD	2,395.00
5416(A)	UNIQUE PRODUCTS & SERVICE CORP	SUPPLIES - PW	2,377.55
301576	DTN, LLC	SERVICES - PW	2,361.00

Attachment: Payments to be Made Per Listing Dated January 1, 2023 through January 15, 2023 Alpha and Descending (6525 : Warrant List)

VILLAGE OF NORTHBROOK

GENERAL LEDGER SYSTEM
WARRANT LIST

01 - JANUARY -23 - 15 - JANUARY -23
FOR 01/24/2023 MEETING

CHECK NUMBER	VENDOR NAME	PURPOSE	AMOUNT
5415(A)	WATER RESOURCES INC	SUPPLIES - PW	2,205.00
301691	ADELA N. MIZRACHI	EASEMENT REIMBURSEMENT - PW	2,200.00
301603	PROMO'S 911, INC.	SUPPLIES - FD	1,723.76
301656	MIDWEST POWER INDUSTRY, INC	SERVICES - PW	1,693.50
5404(A)	TERRI LUECHT	SUPPLEMENTAL PAYMENT - FIN	1,659.00
5412(A)	WEIDNER FARMS MATERIAL INC	MATERIALS - PW	1,485.42
5401(A)	HUFF & HUFF, INC	PROFESSIONAL SERVICES - PW	1,466.08
301666	CAITLIN MCKENZIE	UNIFORMS - PD	1,463.75
301591	MENONI & MOCOGNI, INC.	MATERIALS - PW	1,410.40
301614	SUNSET FOOD MART, INC.	KITCHEN/DORM - FD	1,292.61
301606	PUMPBIZ, INC.	SUPPLIES - PW	1,261.55
301645	VERIZON CONNECT NWF INC.	SERVICES - PW	1,230.44
301649	MUNICIPAL SYSTEMS LLC	ANNUAL SUBSCRIPTION - IT	1,201.75
301616	DONALD T. DYTKIEWICZ	SERVICES - PW	1,100.00
301629	INDUSTRIAL SAFETY LLC	SUPPLIES - PW	1,063.96
301641	ALLEGRA MARKETING, PRINT AND MAIL	PRINTING - PD	1,044.18
301602	VILLAGE HALL PETTY CASH FUND	PETTY CASH - FIN	1,018.17
5400(A)	USABLUEBOOK	SUPPLIES - PW	958.77
301567	BOUND TREE MEDICAL, LLC	SUPPLIES - FD	899.93
301577	DATACOM	ANNUAL MAINTENANCE - IT	898.00
301566	ASSOCIATED TECHNICAL SERVICES, LTD	SERVICES - PW	880.00
301624	LABSOURCE, INC.	SUPPLIES - FD	879.04
301607	RAMAKER & ASSOCIATES, INC.	SERVICES - PW	850.00
301626	WORLDS SECURITY & CONTROL, INC.	SERVICES - PW	830.00
5403(A)	LOGSDON OFFICE SUPPLY	SUPPLIES - PD	763.15
301640	FIRST CHOICE COFFEE SERVICES	SUPPLIES - PW	629.03
301600	P.F. PETTIBONE AND COMPANY	SUPPLIES - GG	603.55
5407(A)	M.E.S.	MAINTENANCE - FD	597.50
5409(A)	POMP'S TIRE SERVICE, INC.	SERVICES - PW	582.04
301676	MICHAEL FONTANEZ	REIMBURSEMENT - PW	576.09
5420(A)	MACQUEEN EMERGENCY GROUP	PARTS - PW	566.28
301638	FUJITEC AMERICA, INC.	SERVICES - PW	565.00
301578	EL-COR INDUSTRIES, INC.	SUPPLIES - PW	552.51
301594	ACE NORTHBROOK HARDWARE & RENTAL	SUPPLIES - PW	552.08
301648	AMERICAN PRINTING TECHNOLOGIES INC	PRINTING - FIN	536.48
301593	QUADIENT, INC	MAINTENANCE - FIN	533.75
301667	ADAM WORTHINGTON	UNIFORMS - PD	521.16
301580	GOLF MILL FORD	PARTS - PW	518.01
301585	ISFSI	TRAINING - FD	500.00
301573	COMCAST CABLE	UTILITIES - FD	494.55
5396(A)	GALLS, LLC	SUPPLIES - PD	467.65
301572	COMCAST CABLE	UTILITIES - FD	443.91
301570	CHRISTOPHER B. BURKE ENGINEERING	PROFESSIONAL SERVICES - DPS	437.50
301582	HOME DEPOT CREDIT SERVICES	SUPPLIES - PW	429.47
301610	SHERMAN MECHANICAL INC.	SERVICES - PW	426.00
301601	CASH	MILEAGE REIMBURSEMENT - FD	398.50
301654	PACE ANALYTICAL SERVICES, LLC	SERVICES - PW	396.75
301673	TERESA DREWES	K-9 CARE - PD	395.40
301674	WILLIAM HUMPHRIES	K-9 CARE - PD	395.40
301584	I.P.I.A.	MEMBERSHIP - DPS	390.00
301604	PROFORMA PACIFIC GRAPHICS	SUPPLIES - FIN	374.00
301622	CINTAS CORPORATION #2	SUPPLIES - PD	352.25
301679	NOAH CLOHISY	TRAINING EQUIPMENT - FD	345.55

Attachment: Payments to be Made Per Listing Dated January 1, 2023 through January 15, 2023 Alpha and Descending (6525 : Warrant List)

VILLAGE OF NORTHBROOK

GENERAL LEDGER SYSTEM
WARRANT LIST

01 - JANUARY -23 - 15 - JANUARY -23
FOR 01/24/2023 MEETING

CHECK NUMBER	VENDOR NAME	PURPOSE	AMOUNT
301678	MICHAEL PUSATERI	TRAINING EQUIPMENT - FD	344.99
301565	ANDERSON LOCK COMPANY, LTD	SUPPLIES - PW	338.58
301663	STEVEN RICHARDS	AMBULANCE REIMB - FD	319.94
301620	THOMSON REUTERS	SUBSCRIPTION - PD	301.74
301605	PROVANTAGE LLC	SUPPLIES - PW	289.40
5394(A)	ESRI, INC.	ANNUAL SUBSCRIPTION - IT	285.14
301612	STANDARD EQUIPMENT COMPANY	PARTS - PW	278.33
301617	THOMPSON ELEVATOR INSPECTION	PROFESSIONAL SERVICES - DPS	272.00
301625	WILMETTE TRUCK AND BUS SERVICE, INC	SERVICES- PW	244.50
301655	EXCEL OIL SERVICES	SERVICES - PW	240.00
301569	CHICAGO TRIBUNE	SUBSCRIPTIONS - FD	235.42
301579	EMPLOYEE ASSISTANCE PROFESSIONALS	MEMBERSHIP - PD	195.00
301628	MN8FOXFIRE/LUM AWARE SAFETY	SUPPLIES - FD	194.90
301672	SCOTT LUBIAK	UNIFORMS - PD	191.90
301583	INTERNATIONAL ASSOCIATION OF CHIEFS	MEMBERSHIP - PD	190.00
301613	SUBURBAN ACCENTS INC.	PARTS - PW	190.00
301599	PADDOCK PUBLICATIONS, INC.	PROFESSIONAL SERVICES - DPS	178.50
301675	JIM BAXA	MEMBERSHIPS - PW	175.00
301634	BADE SUPPLY	PARTS - PW	174.45
301660	LINDE GAS & EQUIPMENT INC.	PARTS - PW	173.88
301636	JONES & BARTLETT LEARNING, LLC	TRAINING EQUIPMENT - FD	171.31
5399(A)	HAVEY COMMUNICATIONS, INC.	PARTS - PW	168.00
5405(A)	MC MASTER-CARR SUPPLY COMPANY	SUPPLIES - PW	165.78
301680	ROBERT KINCAID	KITCHEN/DORM - FD	157.17
301665	ALBERTA PETROSKO	UNIFORMS - PD	150.00
301623	CINTAS CORPORATION #2	UNIFORMS - PW	145.42
301671	MARK GRAF	UNIFORMS - PD	143.44
301627	BATTERIES PLUS LLC	SUPPLIES - PW	135.49
301586	IDLEWOOD ELECTRIC SUPPLY, INC.	SUPPLIES - PW	128.66
301596	NORTHERN ILLINOIS POLICE ALARM	UNIFORMS - PD	122.91
5398(A)	GRAINGER	PARTS - PW	116.33
5408(A)	NORTHBROOK PUBLIC LIBRARY	IMPACT FEE - DPS	100.00
301662	BERNICE BECKERMAN	AMBULANCE REIMB - FD	97.20
301588	ILLINOIS SECTION AWWA	SEMINAR - PW	96.00
301615	SWANSONS BLOSSOM SHOP	SERVICE RECOGNITION - FD	93.95
301647	TIDE CLEANERS	SERVICES - PD	88.00
301658	ARLINGTON HEIGHTS FORD, LLC	PARTS - PW	85.13
301568	CHICAGO TRIBUNE	ADVERTISEMENT - PW	75.74
301608	RUSH TRUCK CENTERS OF ILLINOIS	PARTS - PW	67.66
5418(A)	CABCONNECT	SENIOR TAXI PROGRAM - FIN	63.30
301611	SPOK, INC.	PAGERS - PW	59.76
5395(A)	FASTSIGNS	SUPPLIES- PD	58.69
301685	PAMELA LENZIE	PARKING TICKET REFUND - FIN	50.00
301677	PETER VAVALLE	CDL REIMBURSEMENT - PW	50.00
301668	ANGELIKA MCGEE	MILEAGE REIMBURSEMENT - PD	43.05
301642	NAPA AUTO PARTS	PARTS - PW	40.79
301681	RYAN MURPHY	LICENSE RENEWAL - FD	40.00
301694	SUSAN CHANG	UTILITY REFUND - FIN	37.03
301621	WEST SIDE TRACTOR SALES	PARTS - PW	33.26
5390(A)	ARLINGTON POWER EQUIPMENT	PARTS - PW	33.02
5393(A)	C.E.S.	SUPPLIES - PW	30.91
301693	MICHAEL CAMPBELL	VEHICLE STICKER REFUND - FIN	30.00
301670	GINA MANSKI	MEMBERSHIP - PD	25.00

Attachment: Payments to be Made Per Listing Dated January 1, 2023 through January 15, 2023 Alpha and Descending (6525 : Warrant List)

VILLAGE OF NORTHBROOK

GENERAL LEDGER SYSTEM
WARRANT LIST

01 - JANUARY -23 - 15 - JANUARY -23
FOR 01/24/2023 MEETING

CHECK NUMBER	VENDOR NAME	PURPOSE	AMOUNT
301684	PAIGE MCCOY	PARKING TICKET REFUND - FIN	25.00
301664	LAUREN KOHLENBRENER	PERMIT REFUND - PD	20.00
301683	SEAN GORETSKIE	PARKING TICKET REFUND - FIN	20.00
301695	MICHAEL RADEL	UTILITY REFUND - FIN	18.02
301669	DENISE JASSO	MILEAGE REIMBURSEMENT - PD	13.10
301650	ACCURATE EMPLOYMENT SCREENING, LLC	SERVICES - GG	9.54
301696	DOROTHY MULLER	UTILITY REFUND - FIN	8.14
301587	ILLINOIS DEPARTMENT OF AGRICULTURE	MEMBERSHIP - PD	0.20
		CLASS 'A' TOTAL	**683,086.85**
	CLASS 'B' WARRANTS		
1/13/23	PAYROLL	01/13/23 PAYROLL	1,002,828.89
362(E)	CHASE CARD SERVICES	VILLAGE CREDIT CARD - FIN	22,434.70
301563	MICHIO MURAKISHI	PROFESSIONAL SERVICES - DPS	2,468.00
		CLASS 'B' TOTAL	**1,027,731.59**
		REPORT TOTAL	***1,710,818.44***

by roll call vote of the Northbrook Village Board of Trustees at a duly noticed official meeting on the day

20 .

_____
Village President

ATTEST: _____

_____

Attachment: Payments to be Made Per Listing Dated January 1, 2023 through January 15, 2023 Alpha and Descending (6525 : Warrant List)

VILLAGE OF NORTHBROOK

GENERAL LEDGER SYSTEM
WARRANT LIST

JANUARY 14 , 2023 FRONTAGE DEPOSIT REFUND

CHECK NUMBER	VENDOR NAME	PURPOSE	AMOUNT
301561	B CUSTOM LLC	FRONTAGE DEPOSIT REFUND ®	1,000.00
301562	BILLS PLUMBING AND SEWER INC	FRONTAGE DEPOSIT REFUND ®	500.00
301697	HALLORAN & YAUCH INC	FRONTAGE DEPOSIT REFUND ®	500.00
301698	LRM PLUMBING CORP	FRONTAGE DEPOSIT REFUND ®	500.00
301699	VU TRIEU	FRONTAGE DEPOSIT REFUND ®	500.00
301700	RAVINIA PLUMBING AND HEATING	FRONTAGE DEPOSIT REFUND ®	500.00
301701	I & D PLUMBING	FRONTAGE DEPOSIT REFUND ®	500.00
		CLASS 'A' TOTAL	4,000.00

by roll call vote of the Northbrook Village Board of Trustees at a duly noticed official meeting on the day

of 20 .

Village President

ATTEST: _____

Attachment: Frontage Deposit Dated January 14, 2023 (6524 : Frontage Deposit)

MEMORANDUM
VILLAGE OF NORTHBROOK
VILLAGE MANAGER'S OFFICE

TO: BOARD OF TRUSTEES

FROM: CARA PAVLICEK, VILLAGE MANAGER

DATE: January 24, 2023

SUBJECT: A RESOLUTION APPROVING AN IGA WITH SCHOOL DISTRICT 27 FOR RECIPROCAL REPORTING

Pursuant to the 1970 Illinois Constitution (Article VII, Section 10) and the Intergovernmental Cooperation Act (5 ILCS 220/1 *et. seq.*) an Intergovernmental Agreement (IGA) has been prepared between the Village and Northbrook District 27 which will authorize and encourage intergovernmental cooperation between Northbrook Police Officers and the Principal(s) of School District 27 as well as the District's Superintendent. The IGA is compliant with the Illinois School Code, 105 ILCS 5/10-20.14, the Illinois School Student Records Act, 105 ILCS 10/6, and the Juvenile Court Act of 1987, 705 ILCS 405/1-7(A) all of which inform the confidentiality of student records and law enforcement records of juveniles. The IGA establishes best practices in school safety related to procedures and protocols between the Northbrook Police Department and District 27, to allow reciprocal reporting as defined in the agreement to promote the safety and well-being of students and community residents.

The Board of Education for School District 27 considered the agreement at its December 15, 2022 meeting.

The Village and Northbrook District 27 have a long-term partnership which prioritizes the safety of our school children, teachers and school staff. The collaborative partnership includes a Northbrook Police Liaison Officer at each Elementary, Middle and Jr. High school building. A Police Liaison Officer works closely with their assigned school's Principal and school staff throughout the year and is a daily resource. Officers assigned to this role are exclusively Certified Juvenile Officers by the State of Illinois. The assignment of a Police Liaison Officer is done by the Chief of Police with support of the District Superintendent and School Principal.

Another key element of the collaboration with the Police Department is the Counseling Services Unit. Northbrook is proud to be a leader in providing counseling services through the Police Department for more than 35 years. Staffed with three full-time licensed clinical social workers, these members of the police department are trained civilians that provide crisis intervention, criminal court advocacy with victims of crimes, short-term counseling for police referred cases, information and referral and consultation to local schools, social service agencies and the faith-based community. Referrals are made by police officers who have had contact with individuals or families experiencing social, psychological and/or behavioral problems. School personnel, local hospitals and community agencies that encounter individuals with problems of a high-risk nature can also refer to the Counseling Services Unit. Treatment services are offered to adults and children of all ages.

There is no fee charged for these services. Advocacy is provided in criminal court for victims of domestic violence, sexual assault, child and elder abuse, and other types of violent crimes. Additional court services include advocacy with individuals involved in the mental health court or juvenile court systems.

The Agreement has been developed in consultation with legal counsel for each entity and thru the Superintendent, Village Manager and Chief of Police.

Resolution (ID # 6512)

BE IT RESOLVED by the President and Board of Trustees of the Village of Northbrook, County of Cook and State of Illinois, THAT:

A Resolution Approving an IGA with School District 27 for Reciprocal Reporting

is hereby adopted, as follows:

Section 1. RECITALS.

Both the Board of Education of Northbrook District 27 (***"School District"***) and the Village of Northbrook (***"Village"***) are interested in fostering positive relationships with students, parents, and staff in an effort to promote safety and collaboration with law enforcement. The School District and the Village agree that enhanced communication between these entities under a reciprocal reporting agreement would promote the safety and well-being of students and community residents.

The School District and the Village have determined that it is in their best interests to enter into an agreement to engage in reciprocal reporting (***"Agreement"***), which will authorize and encourage intergovernmental cooperation between Northbrook Police Officers and the Principal with School District 27 as well as the Superintendent. The Agreement establishes best practices in school safety related to procedures and protocols between the Northbrook Police Department and District 27, to allow reciprocal reporting as defined in the Agreement to promote the safety and well-being of students and community residents.

The Agreement is compliant with the Illinois School Code, 105 ILCS 5/10-20.14, the Illinois School Student Records Act, 105 ILCS 10/6, and the Juvenile Court Act of 1987, 705 ILCS 405/1-7(A), all of which inform the confidentiality of student records and law enforcement records of juveniles.

The School District and the Village are authorized to enter into the Agreement pursuant to the Illinois Constitution, Article VII, Section 10, and the Intergovernmental Cooperation Act, 5 ILCS 220/1 *et seq*.

The President and the Board of Trustees have considered the Agreement and determined that it is in the best interests of the Village and the public to enter into the Agreement.

Section 2. APPROVAL OF AGREEMENT.

The Agreement is approved in substantially the form attached to this Resolution as ***Exhibit A***, and in a final form to be approved by the Village Manager and Village Attorney.

Section 3. AUTHORIZATION.

The Village Manager and the Village Clerk are hereby authorized and directed to execute and seal, on behalf of the Village, the Agreement only after receipt by the Village Clerk of at least two original copies of the Agreement executed by the School District; provided, however, that if such

executed copies of the Agreement are not received by the Village Clerk within 60 days after the date of adoption of this Resolution, then this authority to execute and seal shall, at the option of the President and Board of Trustees, be null and void.

Scheduled: 1/24/2023

ATTEST:

Village President

Village Clerk

INTERGOVERNMENTAL AGREEMENT BETWEEN THE VILLAGE OF NORTHBROOK AND THE BOARD OF EDUCATION OF NORTHBROOK SCHOOL DISTRICT 27 PROVIDING FOR RECIPROCAL REPORTING BETWEEN NORTHBROOK SCHOOL DISTRICT 27 AND THE NORTHBROOK POLICE DEPARTMENT

WHEREAS, both the Board of Education of NORTHBROOK SCHOOL DISTRICT 27 (hereinafter "School District") and the Village of Northbrook (hereinafter "Village") are interested in fostering positive relationships with students, parents, and staff in an effort to promote safety and collaboration with law enforcement; and

WHEREAS, both the 1970 Illinois Constitution (Article VII, Section 10) and the Intergovernmental Cooperation Act (5 ILCS 220/1 *et. seq.*) authorize and encourage intergovernmental cooperation; and

WHEREAS, local police officers assist school districts in the preparation of educational and preventive programs related to community programs; and

WHEREAS, local police officers serve as a law enforcement related resource; and

WHEREAS, the Illinois School Code, 105 ILCS 5/10-20.14, requires the school district created parent – teacher advisory committee, in cooperation with local law enforcement agencies, to work with the board of education to develop "policy guideline procedures" to establish and maintain a reciprocal reporting system between the school district and local law enforcement agencies regarding criminal offenses committed by students; and

WHEREAS, the School District and the Village have determined that it is in their best interests to enter into an agreement to engage in reciprocal reporting; and

WHEREAS, under the Illinois School Student Records Act, 105 ILCS 10/6, school student records are considered confidential and no school student records or information therein may be released, transferred or disclosed except as permitted by the Student Records Act; and

WHEREAS, under the Juvenile Court Act of 1987, 705 ILCS 405/1-7(A), juvenile law enforcement records are considered confidential and the inspection and copying of such records that relate to a minor who has been investigated, arrested, or taken into custody before his or her 18th birthday are restricted to certain authorized persons specified in the Juvenile Court Act; and

Attachment: ReciprocalReportingAgreement-NB27 (6512 : A Resolution Approving an IGA with School District 27 for Reciprocal Reporting)

WHEREAS, the Illinois School Student Records Act, 105 ILCS 10/6(a)(6.5), and the Family Educational Rights and Privacy Act, 20 U.S.C. 1232g, authorize school districts to release student records and information to law enforcement officers when necessary for the discharge of their official duties prior to adjudication of the student and upon written certification that the information will not be disclosed to any other party except as provided under law or order of court; and

WHEREAS, the Illinois Municipal Code, 65 ILCS 5/11-5-9, authorizes school districts to disclose education records relating to attendance to any municipality that enforces, prosecutes, of adjudicates municipal ordinances that regulate truants or otherwise works with school districts to address truancy problems if the school district determines that such "disclosure will enhance the juvenile justice system's ability to effectively serve, prior to adjudication, the student whose records are released" and receives written certification from the municipality that such information will not be disclosed to any party other than the parent or custodian of the student except as otherwise provided under law or order of court; and

WHEREAS, the Juvenile Court Act, 705 ILCS 405/1-7(A)(8) and 405/5-905, authorizes law enforcement agencies to allow appropriate school officials to inspect and copy law enforcement records under a reciprocal reporting system for certain offenses; and

WHEREAS, the School District and the Village agree that enhanced communication between these entities under reciprocal reporting agreement would promote the safety and well-being of students and community residents; and

WHEREAS, the School District and the Village are authorized to enter into intergovernmental agreements pursuant to the Illinois Constitution, Article VII, Section 10, and the Intergovernmental Cooperation Act, 5 ILCS 220/1 *et seq*.;

NOW THEREFORE, in consideration of the mutual promises, covenants, and conditions contained in this Agreement and other good and valuable consideration, the School District and the Village hereby agree as follows:

POLICY REGARDING COOPERATION

The School District and the Village acknowledge that the purpose of this Agreement is to establish a reciprocal reporting agreement between the School District and the Police Department of the Village of Northbrook (hereinafter "Police Department") regarding criminal offenses committed by students and instances of truancy.

PROCEDURE REGARDING THE RECIPROCAL REPORTING SYSTEM

Administrative Guidelines for Reciprocal Reporting of Criminal Offenses Committed by Students and Instances of Truancy

Attachment: ReciprocalReportingAgreement-NB27 (6512 : A Resolution Approving an IGA with School District 27 for Reciprocal Reporting)

Attachment: ReciprocalReportingAgreement-NB27 (6512 : A Resolution Approving an IGA with School District 27 for Reciprocal Reporting)

1. INFORMATION SHARING.

A) The Superintendent of Schools (the "Superintendent") and Police Department's Chief of Police (the "Police Chief"), or their representatives, will arrange meetings, as needed, between school officials and individuals representing the two governmental units to share information allowed to be shared under the terms of this Agreement and the applicable law. The following additional people may be invited to these meetings: Teachers of the students in question, State's Attorney, and Juvenile Probation Officer.

B) GUIDELINES FOR RECIPROCAL REPORTING AND COOPERATION BETWEEN THE SCHOOL DISTRICT AND THE VILLAGE. The Village and the School District shall share information as obligated and/or restricted by law, including without limitation Sections 10-20.14 (105 ILCS 5/10-20.14), 10-21.7 (105 ILCS 5/10-21.7), 10-27.1 A & B (105 ILCS 5/10-27.1A &105 ILCS 5/10-27.1B), and 22-20 (105 ILCS 5/22-20) of the School Code of Illinois, and Sections 1-7 (705 ILCS 405/1-7) and 5-905 (705 ILCS 405/5-905) of the Juvenile Court Act of 1987, all as currently drafted and hereafter amended.

C) Confidentiality of Records and Criminal Activity Information. Any law enforcement and student records subject to disclosure under this Agreement shall not be disclosed or made available in any form to any person or agency other than as set forth in this Agreement or as authorized by law or court order. Police Officials and School Officials shall develop procedures to ensure such nondisclosure of criminal activity information and ensure that this information is not available to other employees, or any persons other than as authorized by this Agreement or by law. This Section and this Agreement is intended to satisfy Section 6(a)(6.5) of the Illinois School Student Records Act 105 ILCS 10/6(a)(6.5), which authorizes a school district to release information to law enforcement officers when necessary for the discharge of their official duties prior to adjudication of the student and upon written certification that the information disclosed by the school will not be disclosed to any other party, except as provided by law or order of court. The School District accepts responsibility for maintenance of confidentiality by its employees.

2. DESIGNATED REPRESENTATIVES.

A) Within fourteen (14) days after the execution of this Agreement, the Superintendent shall provide the Police Chief with a list of administrators, identified by name and title, to be contacted, as needed, containing regular and emergency telephone numbers, and identifying the particular types of problems for which particular administrators are to be contacted. The administrators identified in the list shall be considered the "Appropriate School Official" for purposes of subsection 1-7(A) (8) of the Juvenile Court Act of 1987. The Police Department shall be under no obligation to provide information as discussed herein, except to the individuals named by the Superintendent as appropriate school officials.

B) Within fourteen (14) days after the execution of this agreement, the Police Chief shall provide the Superintendent with a primary contact and at least two backup contacts who shall be considered the "Department Representative."

C) The Superintendent and Police Chief may, as they deem necessary and upon written notice, designate different persons to the respective positions of Appropriate School Official and Department Representative.

3. SCHOOL DISTRICT TO REPORT STUDENT CRIMINAL ACTIVITY.

The School District, acting through the Superintendent, Principals, or designees, will promptly report alleged or suspected criminal acts of students which occurred on school grounds, off school grounds at a school sponsored activity, or against school personnel to the Department Representative, subject to any limitations imposed by law. To the extent such information constitutes school student record information, the School District will follow the procedures set forth in Section 5 below, and as otherwise required by law. Such criminal activity is intended to include, but is not limited to the following:

(a) Fights or violent activity which might reasonably carry over into the community;
(b) Abuse, neglect, lock-out and runaway situations; and
(c) Other activities involving students which threaten the safety of students or community members off campus.

4. SCHOOL DISTRICT DUTY TO REPORT CERTAIN INCIDENTS.

The Superintendent and/or School Principal(s), or their designees, must report certain incidents involving firearms, drugs, forcible felonies, and attacks on school personnel, as set out below. When a report may be required of both the Superintendent and Principal, a single report from one or the other shall meet the duty to report.

A) **School Superintendent.** The Superintendent (or his/her designee) is to immediately report the following to the Police Department:

(I) **Firearms**. Any verified incident involving a firearm in a school or on school-owned or leased property and on any transportation that is owned, leased or used by the school for its students or school personnel. *See* 105 ILCS 5/10-27.1A, as amended.

(ii) **Drugs.** Any verified incident involving drugs in a school or on school-owned or leased property and on any transportation that is owned, leased or used by the school for its students or school personnel. "Drugs" means "cannabis" as defined under subsection (a) of Section 3 of the Cannabis Control Act (720 ILCS 550/3), "narcotic drug" as defined under subsection (aa) of Section 102 of the Illinois Controlled Substances Act (720 ILCS 570/102), or "methamphetamine" as defined

Attachment: ReciprocalReportingAgreement-NB27 (6512 : A Resolution Approving an IGA with School District 27 for Reciprocal Reporting)

under Section 10 of the Methamphetamine Control and Community Protection Act (720 ILCS 646/10). *See* 105 ILCS 5/10-27.1B

(iii) **Forcible Felony**. Any forcible felony as defined in Section 2-8 of the Criminal Code (720 ILCS 5/2-8) (Sec. 2-8. "Forcible felony". "Forcible felony" means first degree murder, second degree murder, predatory criminal sexual assault of a child, aggravated criminal sexual assault, criminal sexual assault, robbery, burglary, residential burglary, aggravated arson, arson, aggravated kidnaping, kidnaping, aggravated battery resulting in great bodily harm or permanent disability or disfigurement and any other felony which involves the use or threat of physical force or violence against any individual.), as amended from time to time.

B) **School Principal.** The School Principal (or his/her) designee) is to report the following to the Police Department.

(i) **Firearms.** Upon receiving a report from any school staff that they observed any person in possession of a firearm on school grounds, an immediate report of the incident must be made. If the person in possession of a firearm on school grounds is a student, the principal or his/her designee shall also immediately notify the student's parent or guardian. See 105 ILCS 5/10-27.1A, as amended.

(ii) **Attacks on School Personnel.** Immediately upon receipt of a written complaint from any school personnel, all incidents of battery committed against teachers, teacher personnel, administrative personnel or educational support personnel. *See* 105 ILCS 5/10-21.7, as amended.

(iii) **Cannabis, Illegal Drugs or Controlled Substances on or near School Grounds.** Immediately upon receipt of any report of any violation of the Cannabis Control Act or the Methamphetamine Control and Community Protection Act or the Illinois Controlled Substances Act in a school, on school property, or within 1,000 feet of the school, or on any transportation used, owned or leased by the School District to transport students. *See* 105 ILCS 127/1, as amended.

(iv) **Forcible Felony.** Immediately upon receipt of any information regarding the commission of a forcible felony, as defined by the Illinois Criminal Code. *See* 720 ILCS 5/2-8.

(v) **Gang Activity.** Immediately upon receipt of any report of suspected gang activity.

5. SCHOOL DISTRICT RELEASE OF SCHOOL STUDENT RECORDS AND RECORD INFORMATION TO POLICE DEPARTMENT.

Attachment: ReciprocalReportingAgreement-NB27 (6512 : A Resolution Approving an IGA with School District 27 for Reciprocal Reporting)

Attachment: ReciprocalReportingAgreement-NB27 (6512 : A Resolution Approving an IGA with School District 27 for Reciprocal Reporting)

A) School officials shall follow state and federal laws regarding school student records, which are considered confidential, and no school student records or information therein may be released, transferred or disclosed except with parental consent or as otherwise permitted by the Illinois School Student Records Act, 105 ILCS 10/1 *et seq*., as amended, and other applicable laws. The following exceptions permit the release of student records and information to the Police Department without parental consent:

(i) **Adjudication of Student by Juvenile Court.** School districts can release student records and information to the Police Department, upon request of the Police, when necessary for the discharge of their official police duties, prior to adjudication of the student and upon written certification from the Police Department that the information or records disclosed by the school, will not be disclosed to any other party, except as provided by law or order of court. 105 ILCS 10/6, as amended.

(ii) **Emergency Release of Information.** Records and information may be released to the Police Department if such information is needed by the Police Department to protect health or safety of the student or other persons, provided that the parents are notified as soon as possible of the information released, the date of release, the fact that the information was shared with the Police Department, and the purpose of the release. The factors to be considered in determining whether an emergency exists requiring the release of student information include:

(1) **Degree of Threat.** Seriousness of threat to health/safety of students or others;

(2) **Need.** Need for records to meet the emergency;

(3) **Police Involvement.** Whether the Police Department is in a position to deal with the emergency; and

(4) **Urgency.** Extent to which time is of the essence in dealing with the emergency. 105 ILCS 10/6, amended; 23 IL. Admin. Code Sec. 376.60

B) **Law Enforcement Records Not School Records.** It is recognized that the information maintained by law enforcement officers working in the school district are not student records. Such information shall be kept separate from and shall not become a part of the student's official school record. 105 ILCS 10/2(d), as amended.

Attachment: ReciprocalReportingAgreement-NB27 (6512 : A Resolution Approving an IGA with School District 27 for Reciprocal Reporting)

6. POLICE DEPARTMENT TO SHARE LAW ENFORCEMENT DATA WITH SCHOOL DISTRICT.

A) The Police Department will comply with applicable state and federal law in implementing these procedures. In furtherance of the information-sharing hereunder, the Department Representative will release information regarding students under the age of 18 as follows:

i) To the appropriate school official only if the Police Department believes that there is an imminent threat of physical harm to students, school personnel, or others. Any information provided in this paragraph shall consist of oral information only, and not written law enforcement records. The oral information shall be used solely by the appropriate school official or officials to protect the safety of students and employees in the school and aid in the proper rehabilitation of the child.

ii) Inspection and copying shall be limited to law enforcement records transmitted to the appropriate school officials whom the Superintendent has determined to have a legitimate educational or safety interest the Police Department. Law enforcement records subject to inspection and copying under this paragraph shall be limited to minors taken into custody for any of the following offenses:

(1) any violation of article 24 of the Criminal Code of 1961 or Criminal Code of 2012;
(2) a violation of the Illinois Controlled Substances Act;
(3) a violation of the Cannabis Control Act;
(4) a forcible felony as defined in section 2-8 of the Criminal Code of 1961 or the Criminal Code of 2012;
(5) a violation of the Methamphetamine Control and Community Protection Act;
(6) a violation of Section 1 or Section2 of the Harassing and Obscene Communication Act;
(7) a violation of the Hazing Act; or
(8) a violation of Section 12-1, 12-2, 12-3, 12-3.05, 12-3.1, 12-3.2, 12-3.4, 12-3.5, 12-5, 12-7.3,12-7.4, 12-7.5, 25-1, or 25-5 of the Criminal Code of 1961 or the Criminal Code of 2012.

B) The information derived from the Police Department or law enforcement records, be the information oral or written, shall be kept separate from and shall not become a part of the official school record of that child and shall not be a public record. The information shall be used solely by the appropriate school official or officials whom the school has determined to have a legitimate educational or safety interest to aid in the proper rehabilitation of the child and to protect the safety of students and employees in the school.

7. **SCHOOL DISTRICT MAY DISCLOSE EDUCATION RECORDS RELATED TO ATTENDANCE.**

In the event that the Village enforces, prosecutes, or adjudicates any municipal ordinance that regulates truants within its jurisdiction or is otherwise working with the School District to address truancy problems, the Superintendent or School Principal, or their designee(s), may disclose education records relating to attendance to the Police Department if the following conditions are satisfied: (1) the School District determines that the disclosure of such attendance information will enhance the juvenile justice system's ability to effectively serve, prior to adjudication, the student whose records are released; and (2) the Village certifies in writing to the School District that the disclosed attendance records will not be disclosed to any other individual or entity without prior written consent of the parent or custodian of the student, except as otherwise provided by State law.

8. **POLICE DEPARTMENT DUTY TO REPORT DETENTIONS OF MINORS TO THE SCHOOL DISTRICT.**

The Police Department shall report to the principal of the school the child attends whenever a child enrolled the school is detained, as defined in the Juvenile Court Act of 1987 for 1) proceedings under the Juvenile Court Act of 1987, as heretofore and hereafter amended, 2) for any criminal offense, including illegal gang activity, or 3) any violation of a municipal or county ordinance. The report shall not include actual law enforcement records, unless the Police Department is authorized to provide them. The report shall only include the basis for detaining the child, circumstances surrounding the events which led to the child's detention, and status of proceedings. The report shall be updated as appropriate to notify the principal of the school the child attends of developments and the disposition of the matter. See 105 ILCS 5/22-20.

9. **COOPERATION BETWEEN SCHOOL DISTRICT AND POLICE DEPARTMENT.**

Nothing in this policy and procedure is intended to limit or restrict the duty and authority of the School District to request police services for disturbances or other emergencies occurring in or around any of its school buildings, nor is it intended to limit or restrict the duty or ability of any person attending or employed by the School District to provide information or otherwise cooperate in School District and law enforcement investigations, including but not limited to providing witness statements and testimony in juvenile or criminal adjudications, or in school discipline proceedings.

10. CAMERA ACCESS.

The School District will provide access to its live security camera feeds to its buildings in the event of a health or safety emergency. Access is strictly to allow Police Department tactical forces to become familiar with current conditions that underlie the health or safety emergency in the District's buildings. Civilian dispatchers may also access the security camera feeds if a 9-1-1 call has been received by dispatch reporting an immediate safety threat to the school and visual access to the building will aid dispatchers in performing their duties.

Attachment: ReciprocalReportingAgreement-NB27 (6512 : A Resolution Approving an IGA with School District 27 for Reciprocal Reporting)

Attachment: ReciprocalReportingAgreement-NB27 (6512 : A Resolution Approving an IGA with School District 27 for Reciprocal Reporting)

The parties' Information Technology staff will coordinate in advance to ensure the technology described in this section is enabled and fully functional for law enforcement purposes as established in this section, and that appropriate training is provided as needed at least annually to Police Department and School District employees who will be responsible for implementing remote access in the event of a health or safety emergency. The Police Department and the School District will conduct testing of this remote access at least three times during each school year. Testing and training will be initiated by the Police Department but remains a mutual responsibility of the parties.

11. OTHER TERMS

A) **Term and Renewal.** This agreement shall immediately take effect on the date of its execution and shall be in full force and effect until one of the parties terminates the agreement as set forth below.

B) **Termination.** This agreement may be terminated at any time upon (30) days advance written notice by either party. The parties additionally agree to make notice, in accordance with Section 11.L of this Agreement, of any intent to terminate this Agreement at least 10 business days prior to the public meeting in which either the Village Board or Board of Education intends to consider such termination.

C) **Amendments and Modifications.** This agreement may be modified or amended from time to time provided, however, that no such amendment or modification shall be effective unless reduced to writing and duly authorized and signed by authorized representatives of the parties.

D) **Information.** Information may be communicated verbally among the designees at any time deemed necessary by the designees, unless otherwise prohibited by this Agreement or applicable laws.

E) **Savings Clause**. If any provision of this agreement, or the application of such provision, shall be rendered or declared invalid by a court of competent jurisdiction, the remaining parts or portions of this agreement shall remain in full force and effect.

F) **Entire Agreement.** This agreement sets forth all the covenants, conditions and promises between the parties. There are not covenants, promises, agreements conditions or understandings between the parties, either oral or written, other than those contained in this agreement.

G) **Governing Law.** This agreement shall be governed by the laws of the State of Illinois both as to interpretation and performance. Terms as used in this document, which are not defined herein, shall be defined under the Juvenile Court Act of 1987.

H) **Indemnification.** Each party to this agreement agrees to indemnify, defend, and hold harmless the other party, its elected officials, officers, employees, and agents, for any injury, liability, cost, expense, claim demand, judgment or attorney's fees arising out of the disclosure and/or provision of law enforcement records or criminal activity information by the party disclosing and/or providing such law enforcement records or criminal activity information not in accordance with applicable law. Nothing contained herein shall be construed as prohibiting Police Officials and the School District, their commissioners, officers, agents, or their employees, from defending through the selection and use of their own agents, attorneys, and experts, and claims, actions or suits brought against them.

Nothing contained in this section or in any other provision of this Agreement is intended to constitute nor shall it constitute a waiver of the defenses available to the School District or the Village under the Illinois Local Government and Governmental Employees Tort Immunity Act.

I) **Illinois Freedom of Information Act**. The Parties agree to comply with all State and federal laws and regulations governing the release of records relating to this Agreement, including but not limited to the Illinois Freedom of Information Act, 5 ILCS 140/1 et seq. The Parties will cooperate with each other with any request for public records made pursuant to FOIA by providing full access to and copying of all relevant records within a time period which allows the other Party to timely comply with the time limits imposed by FOIA. The obligations imposed by this section shall survive the termination of the other obligations imposed by this Agreement.

J) **Non Liability.** Police officials and the School District shall each utilize their best efforts to provide the information to be reported under this Agreement, but in no event shall either party be liable for the failure to provide such information, whether through inadvertence or otherwise.

K) **Relationship**. Nothing contained in this Agreement, nor any act of the Village or the School District, respectively, shall be deemed or construed by either of the Parties or by third persons, to create any relationship of a third-party beneficiary, principal, agent, limited or general partnership, joint venture, or any association or relationship involving the Village or the School District respectively.

L) **Notice**. Any and all notices required to be delivered hereunder shall be deemed delivered when personally delivered or mailed by registered or certified mail, return receipt requested, postage pre-paid; or sent by a recognized overnight courier service with instructions and payment for delivery on the next business day to the parties as set forth below:

If to the School District: Superintendent, School District 27
1250 Sanders Rd
Northbrook, IL 60062

With a copy to: John E. Fester
Himes, Petrarca & Fester
180 N. Stetson, Suite 2700

Attachment: ReciprocalReportingAgreement-NB27 (6512 : A Resolution Approving an IGA with School District 27 for Reciprocal Reporting)

Chicago, IL 60601

If to the Village: Village Manager, Village of Northbrook
1225 Cedar Lane
Northbrook, IL 60062

With a copy to: Steven M. Elrod
Elrod Friedman, LLP
325 N. LaSalle St., Suite 450
Chicago, IL 60654

Any party may change the name and address of the designee to whom notice shall be sent by giving written notice of such change to the other party in the same manner as all other notices are required to be delivered. Notice as provided herein does not waive service of summons or process.

M) **Effective Date**. This Agreement shall be deemed dated and become effective on the date the last of the Parties signs as set forth below the signature of their duly authorized representatives.

[SIGNATURE PAGE TO FOLLOW]

Attachment: ReciprocalReportingAgreement-NB27 (6512 : A Resolution Approving an IGA with School District 27 for Reciprocal Reporting)

IN WITNESS THEREOF, the PARTIES have executed this AGREEMENT on the dates indicated.

VILLAGE OF NORTHBROOK

By: _____ Attest: _____
Village Manager

Date: _____

NORTHBROOK SCHOOL DISTRICT 27

By: _____ Attest: _____
Board President

Date: _____

Attachment: ReciprocalReportingAgreement-NB27 (6512 : A Resolution Approving an IGA with School District 27 for Reciprocal Reporting)

MEMORANDUM
VILLAGE OF NORTHBROOK
PUBLIC WORKS

TO: CARA PAVLICEK, VILLAGE MANAGER

FROM: KELLY HAMILL, PUBLIC WORKS DIRECTOR

DATE: January 24, 2023

SUBJECT: A RESOLUTION AUTHORIZING A 36 MONTH LEASE AGREEMENT FOR TRASH AND RECYCLING RECEPTACLES FOR THE CBD

The Village of Northbrook has 13 garbage cans throughout the Central Business District. Under the franchise agreement with Waste Management, these receptacles are to be emptied twice weekly (Tuesdays and Fridays). During peak times of the year, these containers sometimes overflow due to the volume of people using the receptacles in the downtown. This overflowing waste is unsightly, can attract a variety of pests, and can blow around on windy days due to the open style of containers. In addition to this, these containers do not meet Strategy WM-4 (to increase recycling opportunities in public places) of the Village's Climate Action Plan as there are no recycling containers.

In September 2022, Public Works staff researched solutions that would mitigate the above conditions. Most notably, the solution had to have enclosed containers, offer a clean look, provide recycling opportunities to the general public, the ability to hold 50-gallon receptacles, and incorporate technology that would allow for the compaction of refuse and provide better management and oversight of collections (such as providing an internet connected container to track the status of containers and when they have been collected). It is important to note that as part of this research, the intention was to replace all 13 garbage receptacles and add 13 recycling receptacles for a total of 26 receptacles (1 refuse container and 1 recycling container at each location).

One vendor was identified as an option, Big Belly Solar, LLC. After reviewing specifications and meeting with vendor representation, staff concluded that Big Belly Solar, LLC ("Vendor") was able to meet all required specifications. Because of the proprietary use rights on their solution, Big Belly Solar, LLC is considered a sole source vendor and a letter stating as much is listed as Exhibit A. Additionally, the Vendor's receptacles include an opportunity for the Village to educate on topics such as proper recycling or to advertise Village sponsored events. Staff requested and received two options for obtaining the receptacles from the Vendor. The first option was a capital purchase of the containers, the second option was a 36-month lease of the containers.

Staff recommends the second option which allows for the lease of the receptacles from the Vendor. Each receptacle comes with a 5-year warranty, annual maintenance provided by the Vendor, built-in technology to compact trash to allow fewer pickups, cloud-based software and application to track refuse level and refuse removal frequency, and ability to advertise Village events. Initial setup is provided by the Vendor. The 36-month lease is billed monthly at $2,172 for 3-year total of $78,192. There is also an initial delivery fee of $4,090 which brings the total proposed expenditure to $82,282.

At the conclusion of the 36-month lease agreement, the Village will have the option to enter into a new

lease agreement or purchase the receptacles from the Vendor at a reduced amount.

Staff recommends Board approval of a resolution authorizing a 36-month lease with Big Belly Solar, LLC of Needham, Pennsylvania for the amount of $82,282. The lead time for construction and delivery of the units is currently at approximately 12 weeks. For this reason, staff is requesting pre-authorization to place the order in Fiscal Year 2022/2023. Staff will include $30,154 in the draft Fiscal Year 2023/2024 budget in account 11-4100-554-00 and will continue to budget for the remaining years of the lease.

Resolution (ID # 6519)

BE IT RESOLVED by the President and Board of Trustees of the Village of Northbrook, County of Cook and State of Illinois, THAT:

A Resolution Authorizing a 36 Month Lease Agreement for Trash and Recycling Receptacles for the Central Business District from Big Belly Solar, LLC. from Needham, Pennsylvania

is hereby adopted, as follows:

Section 1. Recitals.

The current trash receptacles located in the Central Business District do not offer a recycling option, have gone beyond their useful life, do not align with the Climate Action Plan of the Village, and have frequent overflow issues. In September 2022, staff researched solutions that would mitigate the above conditions and would meet required specifications. One Vendor was identified and invited to submit proposals and meet with Staff. Big Belly Solar, LLC of Needham, Pennsylvania ("***Vendor***") was identified and selected based on meeting the required specifications.

Staff has reviewed the Vendor's proposal ("***Contract/Proposal***") and recommends that the Village Board approve a Resolution authorizing the 36-month lease of new trash and recycling receptacles (***"Equipment"***) from the Vendor in the amount of $82,282. The Village Board intends to include and retain sufficient funds for the 36-month lease agreement beginning in Fiscal Year 2023/2024 in Account No. 11-4100-554-00, for replacement of the 13 trash receptacles located in the Central Business District with 13 new combined trash and recycling receptacles.

Section 2. Approval of Agreement

The President and the Board of Trustees have considered the Contract/Proposal and determined that it is in the best interests of the Village and the public to accept and approve the Contract/Proposal in the amount of $82,282.

Section 3. Authorization of Expenditure

The Village Manager is hereby authorized and directed to execute such documents and make such payments as are necessary to complete the procurement of the Equipment from the Vendor.

Scheduled: 1/24/2023

ATTEST:

_____
Village President

_____
Village Clerk

DocuSign Envelope ID: EF430F7E-F4C4-4713-BF89-E04173889A18

November 7, 2022

Mr. Steve Fritz
Village of Northbrook
655 Huehl Road
Northbrook, IL 60062

Subject: **Justification of Sole Source of Supply**

Dear Mr. Fritz:

Big Belly Solar, LLC ("Bigbelly") is pleased to provide the following information in connection with the Village of Northbrook's consideration of using Bigbelly as a sole source supplier for a pending procurement.

As of the date of this letter, in North America, only Bigbelly and its authorized agents and distributors may sell and service the Bigbelly-manufactured smart waste and recycling system and the CLEAN monitoring system, which includes solar-powered compacting and non-compacting public space receptacles with data collection and monitoring capability for waste and recycling operations (the "Bigbelly Products").

Bigbelly has developed and maintains a portfolio of exclusive intellectual property and proprietary use rights for the Bigbelly Products, including:

- Patents – U.S. and international (both granted and pending)
- Copyrights and Trademarks

Bigbelly has a network of authorized agents and distributors across North America. All Bigbelly Products must be procured by the Village of Northbrook from Bigbelly directly or through one of its authorized agents or distributors.

Please do not hesitate to contact us with any further questions.

Sincerely,

BIG BELLY SOLAR, LLC

By: Brian Phillips
B23903E415E1472...
Brian Phillips, CEO

Attachment: Exhibit A - Big Belly Solar, LLC Sole Source Letter (6519 : A Resolution Authorizing a 36 Month Lease Agreement for Trash and

Exhibit B – Example of Big Belly Receptacles



GISConsortium

Tentative Trash Receptacle Locations



0 400 800 ft

Print Date: 1/11/2023

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

Notes

Attachment: Exhibit C - Trash Receptacle CBD Locations (6519 : A Resolution Authorizing a 36 Month Lease Agreement for Trash and Recycling Receptacles for the CBD)

Executive Summary Proposal

VILLAGE OF NORTHBROOK

Program Overview

Connect LX is Bigbelly's turnkey smart city solution which delivers a connected smart waste and recycling platform and provides Customers with a partner to help deploy, manage, and optimize their customized solution over a 36-month term. This subscription-based service was designed to deliver a flexible, scalable, smart platform that transforms waste operations today, and enables Customers to benefit from the technology innovations of the future.

Connect LX 36 Month Term

System Software
- CLEAN Management Console Licenses for Full Term
- CLEAN Mobile Software Licenses for Full Term

Automated System Monitoring
- Automated System Diagnostics and Alerts

Equipment/Hardware
- Custom Configuration as Detailed Below

Cleaning and Inspection
- Annual Comprehensive Station Cleaning
- Annual Station Inspection

Station Installation
- On-Site Installation for Stations

Warranty
- Hardware Parts Warranty for Full Term
- Expanded Warranty Coverage for Battery End-of-Life Replacement and Network Communication Upgrades for Full Term

Setup and Training
- CLEAN Software Account Setup
- System Training & Onboarding

Customer Support
- Customer Support Hotline and Trained Field Service Professionals

Equipment/Hardware Configuration

3	HC5/SC5.5 Double Station with Hoppers, Foot Pedals, and Message Panels
10	SC5.5/SC5.5 Double Station with Hoppers, Foot Pedals, and Message Panels

Total Monthly System Cost	$2,171.98

One Time Fees

(3) Boxes of HC Bags (Box of 50)	$115.50
(7) Boxes of SC Bags (Box of 100)	$406.00
Shipping	$4,090.00

[1]Pricing is valid for 60 days from December 7, 2022.
[2]Sales Tax is NOT included in above pricing.
[3]Pricing is subject to Connect Program Terms and Conditions.

Attachment: Exhibit D - Big Belly 36 Month Lease Proposal (6519 : A Resolution Authorizing a 36 Month Lease Agreement for Trash and

MEMORANDUM
VILLAGE OF NORTHBROOK
VILLAGE MANAGER'S OFFICE

TO: CARA PAVLICEK, VILLAGE MANAGER

FROM: DEBBIE FORD, DIRECTOR OF ADMINISTRATIVE SERVICES

DATE: January 24, 2023

SUBJECT: A RESOLUTION TO APPROVE ANNUAL CONTRIBUTION FOR IRMA

Intergovernmental Risk Management Agency ("IRMA"), offers public entities the opportunity to stabilize costs, reduce risk, and better serve their constituencies. As a member-owned, self-governed public risk pool, it exists solely to provide comprehensive property/casualty/worker's compensation risk management services such as Comprehensive Liability Coverage, Public Officials Liability, First Party Property, Boiler & Machinery, Crime & Fidelity and Public Officials Bonds at substantial savings to the Village.

The Village has been a member of IRMA, which currently serves as the Village's primary risk management and insurance carrier, since 2005. This has allowed for year-to-year cost stability, comprehensive risk management, and loss control training. In addition, IRMA members receive insurance coverage with high limits, municipal claims experts as well as training offerings, vendor discounts, and grant opportunities.

Each year, IRMA calculates its members' contributions, which is essentially an insurance premium. This payment is based, in part, on IRMA's actuary's estimate of costs that IRMA will incur paying claims and lawsuits during the calendar year. The contribution formula also utilizes an experience modifier, which takes into consideration each member's actual losses over the past 5 years and compares it to the rest of the members to determine if the individual member has an experience modifier credit or debit. If a member's losses are better than the average of the pool, the member receives a credit. The experience modifier caps the losses based on a sliding scale, which assures that each member receives benefits of "pooling." In addition, IRMA's actuary calculates a credit for higher deductibles. The Village's $25,000 deductible results in a deduction of almost $300,000.

The attached Statement of 2023 Annual Contribution shows the 2023 Annual Contribution Due and the Village's Excess Surplus Credit Available, which earns investment returns at an average of 7% per year. The attached Statement of Payment shows the application of $644,525 of Excess Surplus Credit to the payment reducing the Village's payment due to $551,171. The attached Resolution requests Board approval of the 2023 Net Cash Payment totaling $551,171 for the 2023 Annual Contribution to IRMA.

Resolution (ID # 6516)

BE IT RESOLVED by the President and Board of Trustees of the Village of Northbrook, County of Cook and State of Illinois, THAT:

A Resolution to Approve Annual Contribution for Intergovernmental Risk Management Agency

is hereby adopted, as follows:

Section 1. Recitals.

The Village of Northbrook ("***Village***") is a home rule municipal corporation in accordance with Article VII, Section 6(a) of the Constitution of the State of Illinois of 1970.

The Village President ("***President***") and the Board of Trustees of the Village (the "***Board***" and with the President, the ("***Corporate Authorities***") are committed to ensuring the general welfare of the Village and its residents and to operating efficiently as a unit of government.

The Village is and has been a member of the Intergovernmental Risk Management Agency (IRMA), which currently serves as the Village's primary risk management and insurance carrier, since 2005.

The Contract and Bylaws of IRMA provides that member units of local government shall each year pay an Annual Contribution. After application of available Excess Surplus Credit, the 2023 Annual Contribution due is $551,171 (General Fund Account No. 28-7700-831).

The Corporate Authorities have considered the Annual Contribution and determined that it is in the best interest of the Village and the public.

Section 2. Approval of Annual Contribution.

The Annual Contribution shall be, and is hereby, approved in a form acceptable to the Village Manager.

Section 3. Authorization.

The Village Manager is hereby authorized to execute such documents and to make such payments as may be required to remit the Annual Contribution to IRMA.

Scheduled: 1/24/2023

ATTEST:

_____
Village President

_____
Village Clerk

IRMA

INTERGOVERNMENTAL RISK MANAGEMENT AGENCY

The Risk Management Solution for Local Government

December 27, 2022

Village of Northbrook

STATEMENT OF 2023 ANNUAL CONTRIBUTION

Initial Contribution computed at a rate of $2.251 per $100 of five-year average Revenue Base	$1,421,280
Plus or Minus: Loss Fund Adjustments	
Plus or Minus: the Experience Modifier 5.16%	$73,340
2023 Contribution Before Optional Deductible Credit	$1,494,620
Credit for Deductible of $25,000	($298,924)
2023 Annual Contribution Due	**$1,195,696**
Plus: Members Reserve due	
Total Contribution Plus Reserve	**$1,195,696**
Excess Surplus Credit Available (can be used to pay all or part of the contribution)	$1,644,525

Please make checks payable to Intergovernmental Risk Management Agency and enclose the completed and signed Statement of Payment. If you prefer to pay by wire transfer or ACH, contact us and we'll send the instructions. As part of our internal controls, we need the signed Statement of Payment either returned with the check, faxed to 708-236-6371, or emailed to ashlib@irmarisk.org

Payment is due on or before February 1, 2023. According to Bylaw Article IV Section 4.01, any payments which are more than fifteen days late shall incur an interest penalty fee equal to 1% per month or portion thereof. **Please do not make your payment prior to January 1st.**

An option is available for members choosing a deductible higher than the $2,500 minimum to pay the contribution amount before the optional deductible credit and place the optional deductible amount in a reserve fund with IRMA. See the Optional Deductible Credit Reserve Fund Policy for more information.

Members may enter into an Installment Payment Agreement, per Bylaws Section 3.02. Please contact Ashli for additional information.

Ashli Boss
Director, Financial Services & Administration
(708) 236-6371

999 Oakmont Plaza Drive
Suite 310
Westmont, IL 60559

708.562.0300
fax 708.562.0400
www.irmarisk.org

Attachment: Statement of 2023 Annual Contribution (6516 : A Resolution to Approve Annual Contribution for IRMA)

IRMA

INTERGOVERNMENTAL RISK MANAGEMENT AGENCY

The Risk Management Solution for Local Government

STATEMENT OF PAYMENT
2023 CONTRIBUTION

Member: Village of Northbrook Invoice # 202346

Due: February 1, 2023

Excess Surplus Credit available that can be applied to contribution: $1,644,525

$1,195,696 Member's 2023 Annual Contribution Due

Members Reserve Due

(644,525) Amount of Excess Surplus Credit applied to payment

+_____ Amount of Optional Deductible Credit to be deposited to the Optional Deductible Credit Reserve Fund max of : $298,924

551,171 Net Cash Payment for 2023 Contribution/Reserve

Method of payment _____ ACH _____ Wire transfer _____ Check

_____ _____
SIGNATURE DATE

_____
PRINTED NAME

_____
TITLE

Members can choose to receive a combination of a credit/check up to a maximum of their Excess Surplus Credit Available. Any remaining funds will be carried over for future years and earn investment income at the same rate as IRMA's investment portfolio. Please send a separate request for any excess surplus refunds to be paid out by check.

If you have any questions, contact Ashli Boss at (708) 236-6371 or ashlib@irmarisk.org

Please return this copy with your payment for proper credit, or if paying electronically, scan and either fax to 708-236-6371 or email to ashlib@irmarisk.org. IRMA's financial auditors verify that we have these completed sheets on file.

Attachment: Statement of 2023 Annual Contribution (6516 : A Resolution to Approve Annual Contribution for IRMA)

MEMORANDUM
VILLAGE OF NORTHBROOK
DEVELOPMENT AND PLANNING SERVICES

TO: CARA PAVLICEK, VILLAGE MANAGER

FROM: SWATI PANDEY, SENIOR PLANNER

DATE: JANUARY 24, 2023

SUBJECT: AN ORDINANCE GRANTING A LEVEL III DESIGN REVIEW PERMIT FOR PROJECTING SIGNS AT 1314 SHERMER ROAD

On January 24, 2023 the Board of Trustees will review a recommendation from the Architectural Control Commission and consider a design review permit ordinance approving projecting signs located at 1314 Shermer Road. The application was submitted by At World Properties on behalf of @Properties (the "Applicant"), as lessee of a tenant space at 1314 Shermer Road (the "Subject Property"), which is owned by Village Green Business Center, LLC (the "Owner") and contains a multi-tenant commercial building. The Applicant is seeking approval for **four new projecting signs** for an existing business due to rebranding and the business name has changed to "@Properties|Christie's International Real Estate".

During the Architectural Control Commission's regular meeting held on January 12, 2023, the Commission reviewed the plans submitted by the Applicant. The Applicant is requesting approval for the installation of four projecting signs, interspaced with the two existing "@Properties" wall signs located on the shopping center front façade. The proposed sign will be non-illuminated, mounted on a double trapeze banner bracket stating "Christie's International Real Estate." The Property Owner has granted approval for the proposed signs. Attached is a copy of the staff report submitted to the Architectural Control Commission, which contains further description of the proposed new signage. The minutes from the January 12, 2023 ACC meeting were unavailable at the time of drafting this memo. The ACC unanimously (4-0) recommended approval of a Level III Design Review Permit for the proposed projecting signs subject to moving the signs by one foot to not be obstructed by the building columns. The Applicant has submitted revised sign plans per ACC comments, which are attached as an exhibit to the draft ordinance.

Consistent with the policies endorsed by the Board, an ordinance approving the projecting signs to 1314 Shermer Road following the recommendation of the Architectural Control Commission has been placed on the consent agenda. Staff will be present at the meeting in the event that there are any questions.

Ordinance (ID # 6508)

An Ordinance Granting a Level III Design Review Permit for Projecting Signs at 1314 Shermer Road (@Properties)

Passed by the Board of Trustees, 1/24/2023
Printed and Published 2/15/2023

Printed and Published in Pamphlet Form
by Authority of the
President and Board of Trustees
VILLAGE OF NORTHBROOK
COOK COUNTY, ILLINOIS

I hereby certify that this document
was properly published on the date
stated above.

_____
Village Clerk

Ordinance (ID # 6508)

BE IT ORDAINED by the President and Board of Trustees of the Village of Northbrook, County of Cook and State of Illinois THAT:

An Ordinance Granting a Level III Design Review Permit for Projecting Signs at 1314 Shermer Road (@Properties)

shall be, and is hereby, adopted as follows:

Section 1. BACKGROUND.

At World Properties on behalf of @Properties ("***Applicant***"), lessee of 1314 Shermer Road ("***Property***"), which is owned by Village Green Business Center, LLC ("***Owner***") has requested approval, of a Level III Design Review Permit for four new projecting signs ("***Signs***"). Because the Property is located within the Village Green Overlay (**"*VGO*"**) District, the Signs require a Level III Design Review Permit, as established in Section 8-103 of the Zoning Code (1988), as amended (***"Zoning Code"***), which includes review by the Village's Architectural Control Commission ("***ACC***") and approval by the Board of Trustees.

Section 2. DESCRIPTION OF PROPERTY.

The Property is commonly known as 1314 Shermer Road and is located within the VGO District and the C-3, Central Business District.

Section 3. PUBLIC MEETING.

In accordance with the requirements for a Level III Design Review Permit, a public meeting to consider the Signs was held at the ACC's regular meeting on January 12, 2023, during which the ACC recommended approval of the Signs.

Section 4. DESIGN REVIEW PERMIT.

Subject to and contingent upon the conditions, restrictions, and provisions set forth in Section 5 of this Ordinance, a Level III Design Review Permit for the Signs on the Property shall be, and is hereby, granted to the Applicant in accordance with and pursuant to Section 11-605 of the Zoning Code and the home rule powers of the Village.

Section 5. DESIGN REVIEW PERMIT CONDITIONS.

The Level III Design Review Permit granted in Section 4 above shall be, and is hereby, expressly subject to and contingent upon each of the following conditions, restrictions, and provisions:

A. Compliance with Plan. The installation of the Signs shall be in compliance with the following plan, except for minor changes approved by the Director of Development and Planning Services in accordance with all applicable Village standards:

   i. Sign Plans, prepared by H.M. Witt & Co. Signs, with the most recent revision date of January 13, 2023, and consisting of two (2) pages, depicting the location, size, material and color of the Signs, which is attached as ***Exhibit A*** and, by this reference, made a part of this Ordinance.

B. Sign Materials and Specifications. The Signs shall be constructed of the materials, and in the colors, specified in Exhibit A.

C. Village Permits. Prior to installation of the Signs, the Applicant must obtain all necessary sign and other permits from the Village.

Section 6. FAILURE TO COMPLY WITH CONDITIONS

Upon failure or refusal of the Applicant to comply with any or all of the conditions, restrictions or provisions of this Ordinance, the Level III Design Review Permit granted in Section 4 of this Ordinance shall, at the sole discretion of the Board of Trustees, by ordinance duly adopted, be revoked and become null and void; provided, however, that the Board of Trustees may not so revoke the permit unless it shall first provide the Applicant with two months advance written notice of the reasons for revocation and an opportunity to be heard at a regular meeting of the Board of Trustees. In the event of revocation, the development and use of the Property shall be governed solely by the regulations of the VGO District and the C-3 Central Business District, as the same may, from time to time, be amended. Further, in the event of such revocation of the permit and site plan approval, the Village Manager and Village Attorney are hereby authorized and directed to bring such zoning enforcement action as may be appropriate under the circumstances.

Section 7. BINDING EFFECT

The privileges, obligations, and provisions of each and every Section of this Ordinance are for the sole benefit of, and shall be binding on, the Applicant, except as otherwise expressly provided in this Ordinance. Nothing in this Ordinance shall be deemed to allow this Ordinance to be transferred to any person or entity without a new application for approval of a Level III Design Review Permit for any person or entity other than the Applicant.

Section 8. EFFECTIVE DATE

This Ordinance shall be effective only upon the occurrence of all the following events:

A. passage and approval by the Board of Trustees by a majority vote in the manner required by law; and

B. publication in pamphlet form in the manner required by law.

Scheduled: 1/24/2023

ATTEST:

_____
Village President

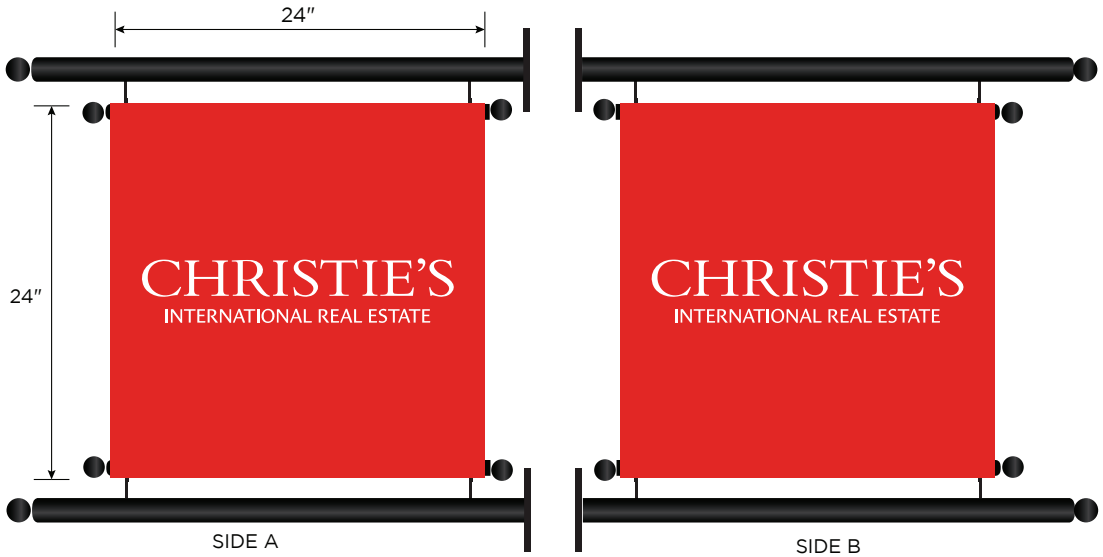
_____
Village Clerk

EXHIBIT A

Sign Plans

Attachment: 1314 Shermer - Ordinance Exhibit A (6508 : An Ordinance Granting a Level III Design Review Permit for Projecting Signs at 1314

DOUBLE POLE TRAPEZE BRACKET FOR 24" X 24" BANNER





Visual representation of sign only nts

SPECIFICATIONS:

24" X 24" FLAG ON DOUBLE TRAPEZE BANNER BRACKET
WITH PROJECTING WALL MOUNT
BLACK HARDWARE
QUANTITY: 4

H.M. WITT & CO. Signs
FINE SIGNAGE SINCE 1894
3313 West Newport Ave. Chicago, IL 60618
office | 773 250 5000 fax | 773 250 5100
toll free | 1 888 427 0703 web | www.hmwitt.com

APPROVED AS IS ○
APPROVED W/CHANGES ○
REVISE AND RESUBMIT ○
APPROVAL .....
DATE .....

REVISIONS	
07.20.22	original submittal
11.10.22	revised to double pole
12.05.22	revised location/photo
01.13.23	revised location/photo

CLIENT	@properties - Christie's
DATE	01.13.23
JOB #	@PP22098_banner
DRAWN BY	ns/rh
SCALE	nts

THIS IS AN ORIGINAL DRAWING BY H.M. WITT & CO. SIGNS AND IS NOT TO BE REPRODUCED WITHOUT PERMISSION OF H.M. WITT & CO. SIGNS.

Attachment: 1314 Shermer - Ordinance Exhibit A (6508 : An Ordinance Granting a Level III Design Review



Banners #1 - #4

H.M. WITT & Co. Signs
FINE SIGNAGE SINCE 1894
3313 West Newport Ave. Chicago, IL 60618
office | 773 250 5000 fax | 773 250 5100
toll free | 1 888 427 0703 web | www.hmwitt.com

APPROVED AS IS ○
APPROVED W/CHANGES ○
REVISE AND RESUBMIT ○

APPROVAL .....

DATE .....

REVISIONS

CLIENT	@PROPERTIES
DATE	01.05.23
JOB #	@PP22098
DRAWN BY	bs
SCALE	No Scale

THIS IS AN ORIGINAL DRAWING BY H.M. WITT & CO. SIGNS AND IS NOT TO BE REPRODUCED WITHOUT PERMISSION OF H.M. WITT & CO. SIGNS.

Attachment: 1314 Shermer - Ordinance Exhibit A (6508 : An Ordinance Granting a Level III Design Review

VILLAGE OF NORTHBROOK MEMORANDUM
DEVELOPMENT & PLANNING SERVICES

TO: **ARCHITECTURAL CONTROL COMMISSION**

FROM: **SWATI PANDEY, SENIOR PLANNER**

DATE: **JANUARY 12, 2023**

SUBJECT: **LEVEL III DESIGN REVIEW – 1314 SHERMER ROAD REQUEST FOR NEW PROJECTING SIGNS**

INTRODUCTION

Attached is information submitted by At World Properties on behalf of @Properties (the "Applicant"), as the lessee of a tenant space at 1314 Shermer Road (the "Subject Property") which is owned by Village Green Business Center, LLC (the "Owner") for the purpose of seeking approval for **four new projecting signs** for an existing business due to rebranding and the business name has been changed to "@Properties|Christie's International Real Estate".

The Subject Property is located in a multi-tenant commercial building in the C-3 Central Business District and within the Village Green Overlay District. It is located on the north side of Shermer Road and east of Meadow Road. Since the building is located within the VGO District, new projecting signs require a **Level III Design Review Permit**. As such, review by the Architectural Control Commission and approval by the Board of Trustees is necessary before a sign permit may be issued for the sign.

The Subject Property is located on a lot which contains several structures occupied by the C-2 Neighborhood District and Institutional Building District to the north, the C-3 District to the west, and the C-3 and OS Open Space District to the south. The business, @Properties, is located in the center of the multi-tenant commercial building. There are two previously approved @Properties wall signs located on the façade along Shermer Road, approved by the ACC and the Board of Trustees.



Attachment: 1314 Shermer - ACC Staff Report (6508 : An Ordinance Granting a Level III Design Review Permit for Projecting Signs at 1314

PROPOSED DESIGN

The Applicant is requesting approval for the installation of four projecting signs, interspaced with the two existing "@Properties" wall signs located on the shopping center front façade. The proposed sign will be non-illuminated sign mounted on a double trapeze banner bracket stating "Christie's International Real Estate". The sign will be 24" x 24" double sided Sunbrella red fabric for outdoor use with white lettering, hung with black brackets and hardware. The sign bracket is made from commercial grade iron with a powder coated black finish, rust free for outdoor display. The projecting signs would have a minimum of ten-foot clearance from the bottom of the mounted sign to grade. The Applicant can provide additional information regarding mounting and material of the sign at the meeting, if required.

The property owner has granted approval for the proposed signs. The ACC previously has granted approval for one such projecting sign for 'Napolita' along Shermer Road. A photograph of that sign is attached.



ZONING CODE COMPLIANCE

The proposed sign is in compliance with Zoning Code requirements in terms of the size and height. A sign permit will be issued only after the Design Review Permit has been issued, following review and approval by the ACC and the Village Board of Trustees.

COMPLIANCE WITH DESIGN REVIEW GUIDELINES AND CRITERIA

The commercial building does not have a specific sign design for the tenants. The existing logo of the wall signage on the front façade adjacent to the proposed signs is also red and matches the color scheme.

The proposed design must comply with the following Design Guidelines**:**

- *Signs should be architecturally integrated with their surroundings, not competing visually with other signs in the area.* There is existing wall sign on the front façade of the building, that is red and white. This is similar color scheme with the sign that is being considered.

- *Signage should be kept unobtrusive by selecting traditional materials such as wood, metal, or stone and carefully placing signs in locations that do not damage or conceal architectural features and details.* The proposed projecting signs will be perpendicular to the façade and not conceal any architectural features. The primary material of the sign is fabric and hardware appears to be metal (the Applicant shall provide additional information at the meeting).

- *New signs should be sized to be consistent with the pedestrian scale of the district. Graphics should be kept simple and legible.* The signage is legible, and complies with the Zoning Code requirements.

- *Limit the number of colors on signs, and relate the colors to or blend them with adjacent structures.* The sign will consist of red and white color, as the wall signs on the same facade.

SUMMARY

During your review, the ACC should consider the following issues:

1. Are the materials, colors, and mounting locations of the signs acceptable?

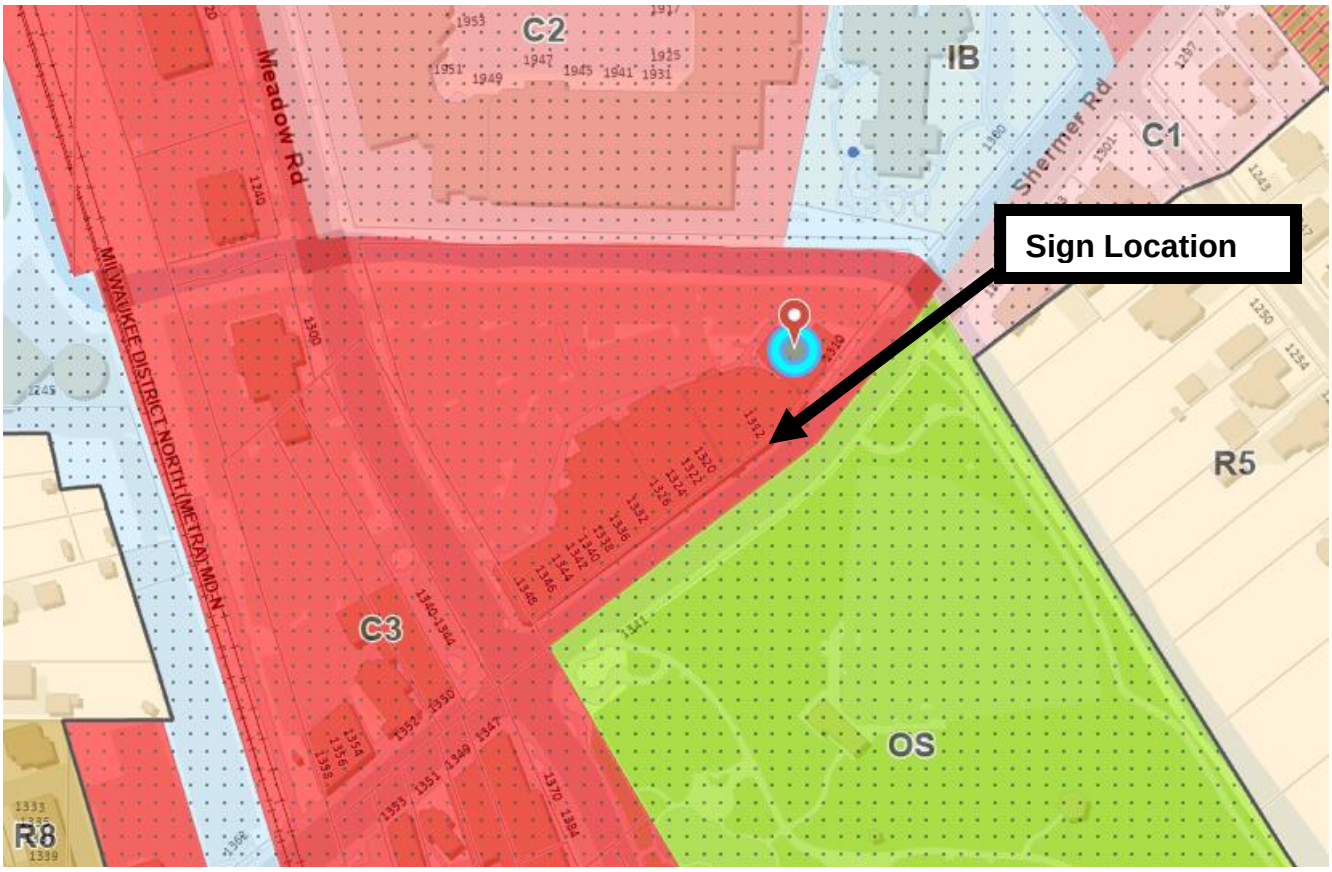
2. Do the signs complement the existing wall sign for the business and other signs located on the Subject Property?

The Applicant and staff will be present at the ACC meeting on January 12, 2023 to answer any questions the ACC may have. As a reminder to the Commission, this is a Level III Design Review, and the item will be forwarded onto the Board of Trustees after review and approval by the Commission.

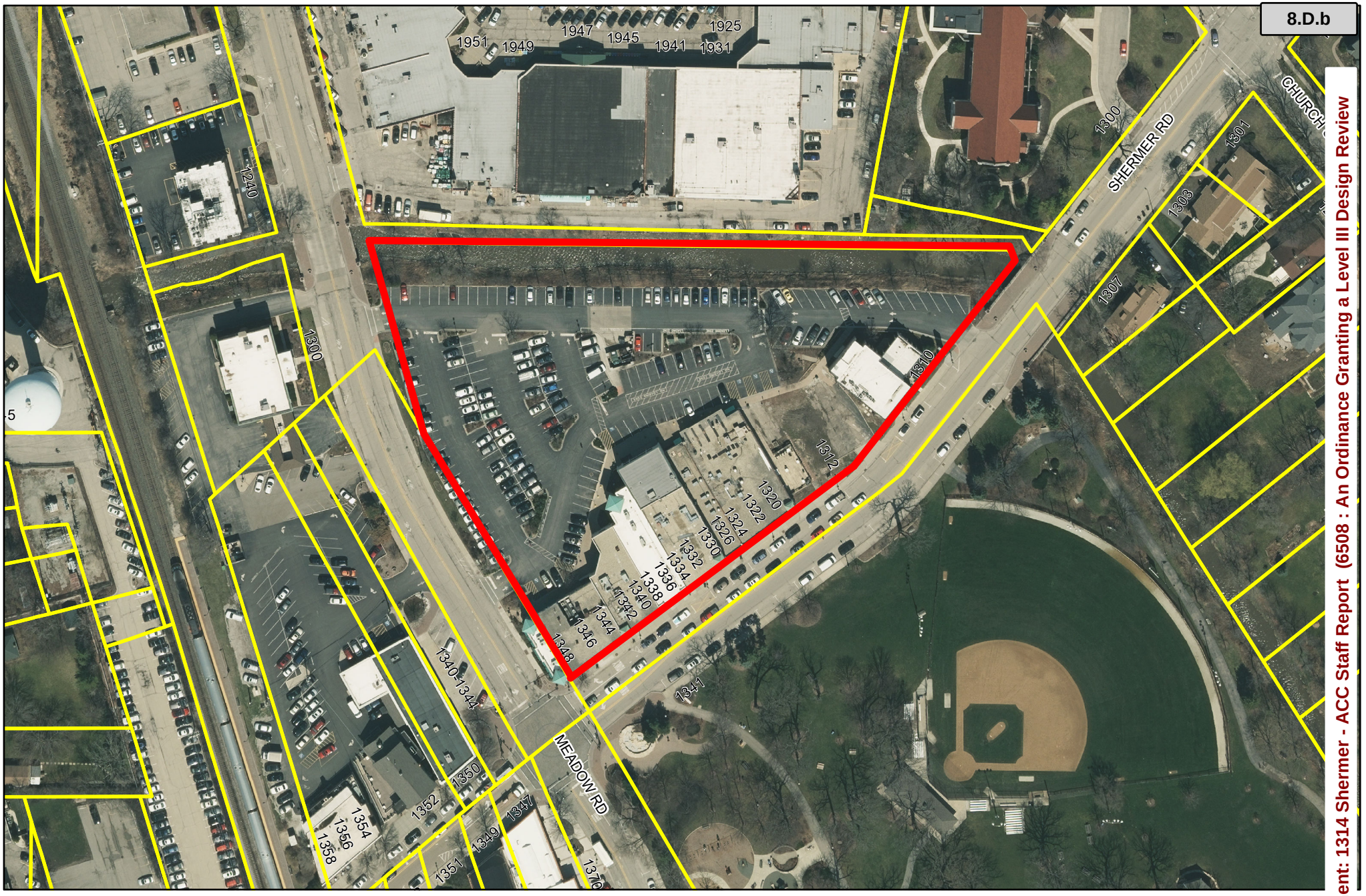
Attachment: 1314 Shermer - ACC Staff Report (6508 : An Ordinance Granting a Level III Design Review Permit for Projecting Signs at 1314

ARCHITECTURAL CONTROL COMMISSION
APPLICATION SUMMARY
January 12, 2023 meeting

Applicant:	At World LLC on behalf of @Properties
Site Location:	1314 Shermer Road
Requested Action:	Level III Design Review approval for four projecting signs
Proposal:	To add four new projecting signs for the existing office business
Existing Zoning & Land Use:	C-3/VGO, Shopping center
Surrounding Zoning:	North: C-2 Neighborhood Commercial; shopping center I-B Institutional Building; church East: C-1 Specialty Commercial; offices South: O-S Open Space; Village Green West: C-3 Central Business; retail
Comprehensive Plan Designation:	Village Center Mixed-Use



Attachment: 1314 Shermer - ACC Staff Report (6508 : An Ordinance Granting a Level III Design Review Permit for Projecting Signs at 1314



0 100 200 300 Feet

The GIS material is made available as a public service. Maps and data are to be used for reference purposes only and Northbrook, Illinois, is not responsible for any inaccuracies herein contained. No Responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided. Any errors should be reported to the Information Technology Department.

1314 Shermer Road

VILLAGE OF NORTHBR K

GIS consortium.org

1314 Shermer - @Properties



Napolita Projecting Sign



Attachment: 1314 Shermer - ACC Staff Report (6508 : An Ordinance Granting a Level III

Village of
Northbrook

DESIGN REVIEW APPLICATION

To receive a Design Review Permit, an Architectural Control Commission Application must be filed for all new and altered buildings, sites and/or signage proposed for properties located within the Village Green Overlay District (VGO). The VGO District is an overlay district in the downtown area for which the boundaries are noted on the Northbrook Zoning Map[1]. The Design Review Permit process consists of three levels of review based on the proposed scope of work, which are explained in detail in the Village Green Overlay District portion of the Northbrook Zoning Code[2].

Once staff determines that the application is complete, the request will be scheduled for the next available Architectural Control Commission (ACC) meeting. The ACC meets once a month on the second Thursday of the month at 5:30 P.M. in the Village Hall. At the meeting upon which the application will be considered, members of the ACC may make any comments, suggestions or recommendations regarding the requested action. Members of the public in attendance at the meeting are also afforded an opportunity to comment upon the application.

The following materials are the minimum required for the processing of Design Review Permit applications. The initial application submittal shall consist of one copy of all of the required information and staff may request additional copies of information following the initial review of the application. There is no filing fee associated with the application process. If you have questions regarding the completion of this process contact the Department of Development and Planning Services at (847) 664-4050.

Property Owner Information

Legal Name: Village Green Business Center LLC

Primary Contact: Selwyn Marcus

Address 2225 Greenview Road

City, State, Zip Northbrook, IL 60062

Phone No. 847 498-5330

Email vgcnorthbrook@hotmail.com

Applicant Information

Legal Name At World Properties

Company @properties

Address 1312 Shermer Road

City, State, Zip Northbrook, IL 60062

Phone No. 773-988-0660

Email kinga@atproperties.com

Property Information *(if more than one parcel is involved in the request please include the below information for all parcels)*

Site Location/Address: 1314 Shermer Road

Size of Property: 4 acres (square feet/acres)

Size of Building Space, if applicable: _____ (square feet)

Current Zoning: C - 3?? (Village Green overlay district)

Current Use for the Property: Multi use commercial retail, professional office and residential apartments

Proposed Use for the Property: No change

Requested Action *(if additional space is needed to describe the proposed scope of the work please attach a separate page)*

Adding four (4) 24″ x 24″ flag- mounted double-sided fabric banners to each entrance

[1] www.northbrook.il.us/zoningmap

[2] www.northbrook.il.us/zoningcode

Attachment: 1314 Shermer - ACC Staff Report (6508 : An Ordinance Granting a Level III Design Review Permit for Projecting Signs at 1314

REQUIRED MATERIALS FOR SUBMISSION

ALL Applicants must provide the following information to Staff at least fifteen (15) days prior to the Architectural Control Commission meeting date:

- ❑ If the Applicant is ***not*** the business owner, the ***business owner*** must submit written authorization allowing the Applicant to pursue the requested action
- ❑ Current **Plat of survey**, clearly showing property lines
- ❑ **Site Plan** depicting existing building(s), parking, easements, signage, trees and landscaping on the lot. If the plat of survey depicts all of the above noted information than an additional site plan is not necessary.

Applicants requesting approval for a SIGN must submit the following additional information:

- ❑ **Site Plan** depicting proposed location of the sign on the Subject Property
- ❑ **Elevations** of the proposed sign drawn to a measurable scale depicting the actual color(s) of the sign. If the sign is a wall sign, the elevation drawing must contain the ENTIRE façade on which the sign will be placed and the elevation must be labeled specifying the area of the entire façade to which the sign will be affixed.
- ❑ **Written Statement** specifying the materials the sign will be constructed with, method of installation, and the size, including total area, of the sign. If the sign is a replacement sign, specify the dimensions and total area of the sign being replaced. For properties containing multiple tenants and signs on a single lot, provide a list of all of the signs on the property and the total area of each sign.
- ❑ **Color & Material Samples** containing the manufacturers specification for each color to be used
- ❑ **Photographs** of the sign location on the Subject Property and photos of all other signs located on the Subject Property, as well as photos of the signs on all adjacent properties.

Applicants requesting approval of any SITE and/or BUILDING improvements must submit the following additional information:

- ❑ **Site Plan** drawn to a measurable scale of the proposed site, building(s), parking, easements, signage, trees and landscaping on the Subject Property
- ❑ **Elevations** of the existing building facades to be modified drawn to a measurable scale.
- ❑ **Elevations** drawn to a measurable scale of all proposed modified and new building elevations. The elevations should include dimensions and have all building materials labeled.
- ❑ **Color Samples** containing the manufacturers specification for all materials and colors, this includes bricks and roofing material.
- ❑ **Landscape Plan** for all plans that incorporate changes to the landscaping and paving materials located on the Subject Property.
- ❑ If adding fixtures, show **typical drawing or detail** of all fixtures to be added
- ❑ **Photographs** of the existing site and building(s) AND photographs of the adjacent buildings and sites.

Attachment: 1314 Shermer - ACC Staff Report (6508 : An Ordinance Granting a Level III Design Review Permit for Projecting Signs at 1314

Archived: Friday, January 6, 2023 9:00:52 AM
From: Robert Haddon
Sent: Friday, January 6, 2023 8:52:16 AM
To: Pandey, Swati
Cc: Maisch, Jennifer; Ford, Debbie; Contreras, Linda; Kohlstedt, Michaela; Kinga Miceusz; Asma Omar
Subject: 1314 Shermer - Sign Question
Importance: Normal

Swati, answers below in red.

Regards,

Robert Haddon

Robert B. Haddon
VP Business Development
H.M. Witt & Co. Signs
3313 W. Newport Ave.
Chicago, IL 60618
773-250-5000 (phone)
312-286-6394 (cell)
rhaddon@hmwitt.com
www.hmwitt.com

The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and privileged material. Unauthorized review, use, disclosure, or distribution is prohibited. If you receive this material/information in error, please contact the sender and destroy the material/information.

From: Pandey, Swati <Swati.Pandey@northbrook.il.us>
Sent: Friday, January 6, 2023 7:53 AM
To: Robert Haddon <rhaddon@hmwitt.com>
Cc: Maisch, Jennifer <Jennifer.Maisch@northbrook.il.us>; Ford, Debbie <Debbie.Ford@northbrook.il.us>; Contreras, Linda <Linda.Contreras@northbrook.il.us>; Kohlstedt, Michaela <michaela.kohlstedt@northbrook.il.us>
Subject: RE: 1314 Shermer - Sign Question

Robert,

Please respond to the following by 10:00am this morning:

- State the reason for the requested four new projecting signs? Is 'Christie's Real Estate International' part of @Properties rebranding? Christie's International Real Estate is part of their name now.
- What material is the projecting sign bracket? The sign bracket is made from commercial grade iron with a powder coated black finish, rust free for outdoor display. The flag portion is made from Sunbrella fabric material for outdoor use.

Has @Properties updated their business license? No, their entity still is At World Properties, but doing business as @ properties and @ properties Christies International Real Estate.

-

Swati Pandey, AICP
Senior Planner of Development & Planning Services
swati.pandey@northbrook.il.us
Village of Northbrook | 1225 Cedar Lane | Northbrook, Illinois 60062
(t) 847-664-4052
www.northbrook.il.us

From: Robert Haddon <rhaddon@hmwitt.com>
Sent: Thursday, January 5, 2023 3:54 PM
To: Pandey, Swati <Swati.Pandey@northbrook.il.us>
Cc: Maisch, Jennifer <Jennifer.Maisch@northbrook.il.us>; Ford, Debbie <Debbie.Ford@northbrook.il.us>; Contreras, Linda <Linda.Contreras@northbrook.il.us>; Kohlstedt, Michaela <michaela.kohlstedt@northbrook.il.us>
Subject: RE: 1314 Shermer - Sign Question

Swati, I know we didn't submit this by noon today, but we have the application filled out with information you have requested. If you can't get this on the schedule for 1/12 it will have to slide to your next ACC meeting. Let me know if you need any additional information and thank you in advance for your help!

Regards,

Robert Haddon

From: Pandey, Swati <Swati.Pandey@northbrook.il.us>
Sent: Wednesday, January 4, 2023 9:23 AM
To: Robert Haddon <rhaddon@hmwitt.com>
Cc: Maisch, Jennifer <Jennifer.Maisch@northbrook.il.us>; Ford, Debbie <Debbie.Ford@northbrook.il.us>; Contreras, Linda <Linda.Contreras@northbrook.il.us>; Kohlstedt, Michaela <michaela.kohlstedt@northbrook.il.us>
Subject: RE: 1314 Shermer - Sign Question

Robert - Submit the following by noon tomorrow (1/5) via email. An ACC meeting maybe scheduled next Thursday (1/12). I cannot guarantee if this application can be scheduled on 1/12 but will try if all items are received accurately.

- Complete attached ACC application.
- Property owner authorization (letter or email)
- Written statement – explaining the request, sign type, and sign details
- Sign plan – noting the sign size, color, material, and mounting detail
- Photographs of all the signs on the front façade of this building.

Please note that a change of name on the business license may be required and and if required, must be done asap. Please check the details with Linda Contreras, Deputy Village Clerk (cc'ed here). Thanks!

- Has @Properties changed business name? If yes, is there a new business license application submitted to the Village? @ Properties is now @ Properties | Christie's International Real Estate. They have just changed their name and want to add these flags signs to their office at 1313 Shermer. I do not know if they have submitting a new business license yet but will check with them.
- Is @Properties wall sign being replaced or removed with the new projecting signs? They are keeping existing channel letter sets that say @ Properties but they want to add the Christie's projecting flag signs. I am not sure if or when they will be adding or replacing the channel letters at this time.
- Is your inquiry for due diligence purposes or are you looking to proceed with applications? Both, if allowed, we will want to proceed with applications.

FYI….the ACC meets once a month, every second Thursday at 5:30pm. The next ACC meeting is January 12. Depending on the answers to the questions above and the application timeline, we may or may not be able to schedule your item on this agenda. Give me a call on January 3 to discuss if you wish to proceed. I have attached the ACC application for reference. Thanks!

Swati Pandey, AICP
Senior Planner of Development & Planning Services
swati.pandey@northbrook.il.us
Village of Northbrook | 1225 Cedar Lane | Northbrook, Illinois 60062
(t) 847-664-4052
www.northbrook.il.us

From: Maisch, Jennifer <Jennifer.Maisch@northbrook.il.us>
Sent: Tuesday, December 27, 2022 10:07 AM
To: Robert Haddon <rhaddon@hmwitt.com>
Cc: Pandey, Swati <Swati.Pandey@northbrook.il.us>
Subject: RE: Sign Question

Good morning,

The signs may be permitted, however you must first go through a design review. I am copying Swati Pandey on this email as she is the staff person who handles these requests.

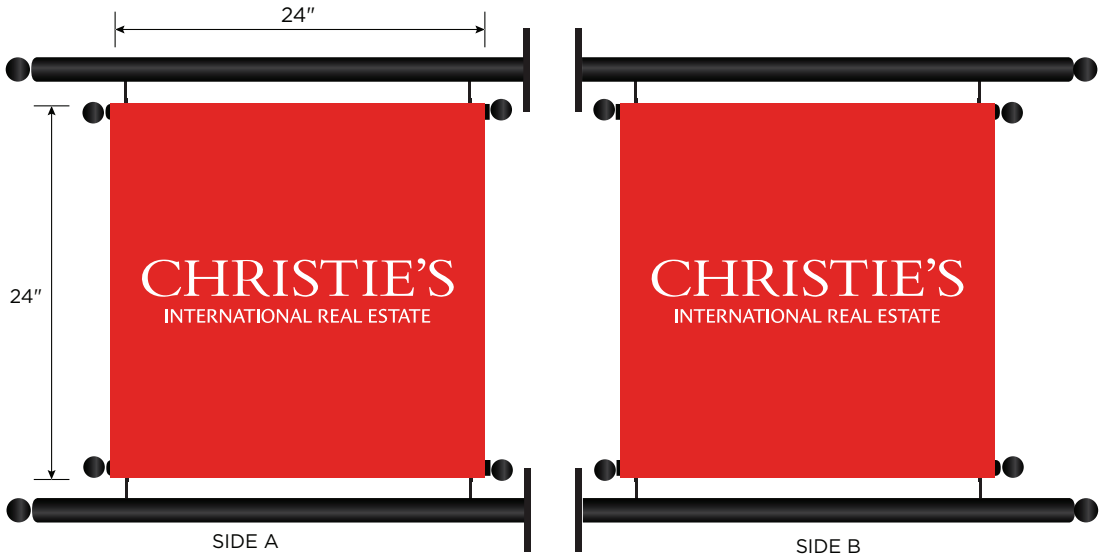
Regards,

Jennifer N. Maisch, AICP
Zoning Administrator and
Code Enforcement Official
1225 Cedar Lane|Northbrook|Illinois|60062
www.northbrook.il.us/dps

From: Robert Haddon <rhaddon@hmwitt.com>
Sent: Wednesday, December 21, 2022 10:59 AM
To: Maisch, Jennifer <Jennifer.Maisch@northbrook.il.us>
Subject: Sign Question

Jennifer, I have a client at 1313 Shermer (At Properties | Christie's International Real Estate) and they want to install these flags at there office. Can you let me know if these are allowable? I saw on your web site that no

DOUBLE POLE TRAPEZE BRACKET FOR 24" X 24" BANNER





Visual representation of sign only nts

SPECIFICATIONS:

24" X 24" FLAG ON DOUBLE TRAPEZE BANNER BRACKET
WITH PROJECTING WALL MOUNT
BLACK HARDWARE
QUANTITY: 4

H.M. WITT & CO. Signs
FINE SIGNAGE SINCE 1894
3313 West Newport Ave. Chicago, IL 60618
office | 773 250 5000 fax | 773 250 5100
toll free | 1 888 427 0703 web | www.hmwitt.com

APPROVED AS IS ○
APPROVED W/CHANGES ○
REVISE AND RESUBMIT ○
APPROVAL .....
DATE .....

REVISIONS	
07.20.22	original submittal
11.10.22	revised to double pole
12.05.22	revised location/photo

CLIENT	@properties - Christie's
DATE	12.05.22
JOB #	@PP22098_banner
DRAWN BY	ns/rh
SCALE	nts

THIS IS AN ORIGINAL DRAWING BY H.M. WITT & CO. SIGNS AND IS NOT TO BE REPRODUCED WITHOUT PERMISSION OF H.M. WITT & CO. SIGNS.

Attachment: 1314 Shermer - ACC Staff Report (6508 : An Ordinance Granting a Level III Design Review



Banners #1 - #4

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APPROVED AS IS ○
APPROVED W/CHANGES ○
REVISE AND RESUBMIT ○

APPROVAL .....

DATE .....

REVISIONS

CLIENT	@PROPERTIES
DATE	01.05.23
JOB #	@PP22098
DRAWN BY	bs
SCALE	No Scale

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Attachment: 1314 Shermer - ACC Staff Report (6508 : An Ordinance Granting a Level III Design Review



Banners #1 - #4

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APPROVED AS IS ○
APPROVED W/CHANGES ○
REVISE AND RESUBMIT ○
APPROVAL
DATE

REVISIONS

CLIENT @PROPERTIES
DATE 01.05.23
JOB # @PP22098
DRAWN BY bs
SCALE No Scale

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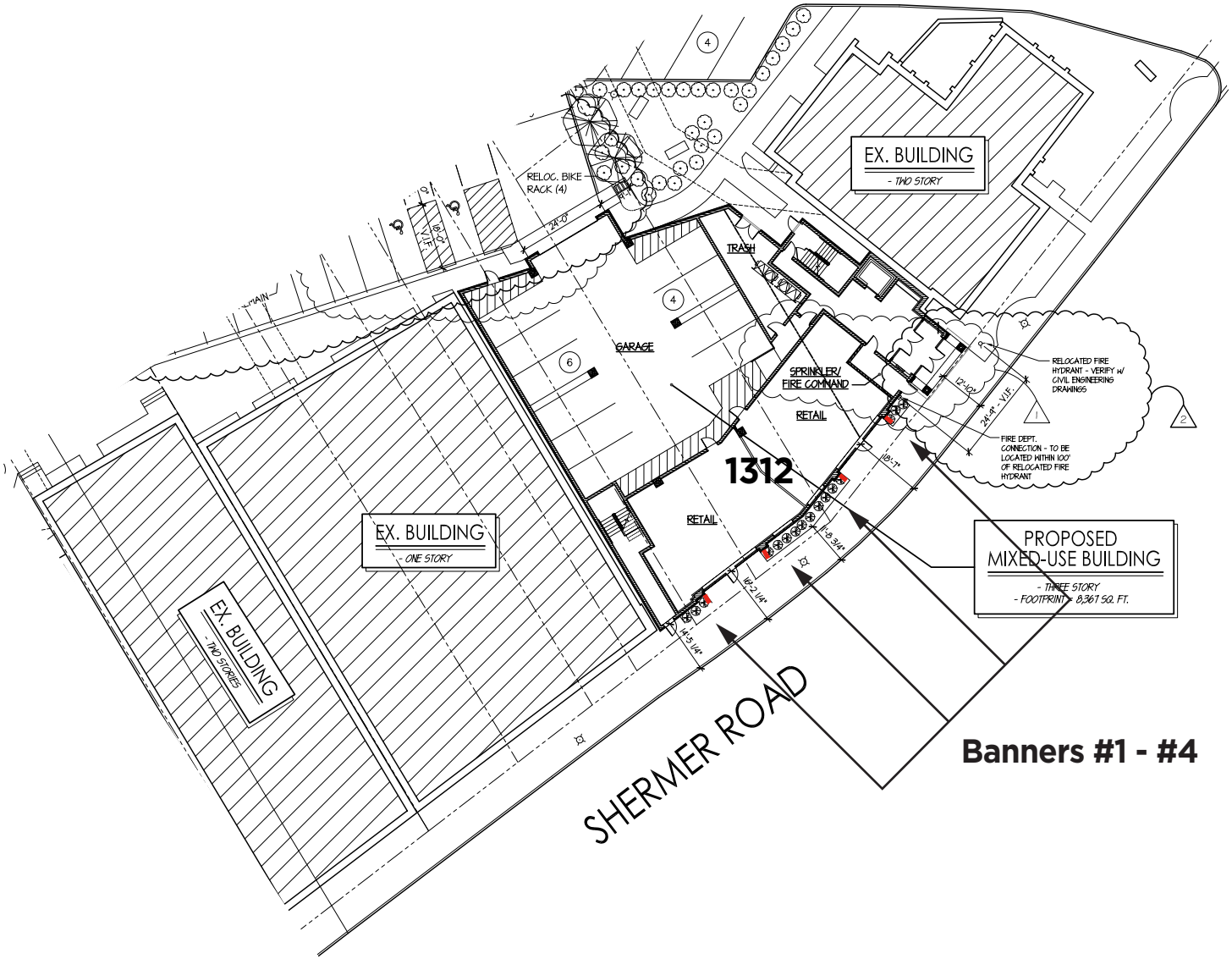
Attachment: 1314 Shermer - ACC Staff Report (6508 : An Ordinance Granting a Level III Design Review



Attachment: 1314 Shermer - ACC Staff Report (6508 : An Ordinance Granting a Level III Design Review

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DATE

REVISIONS

CLIENT @PROPERTIES
DATE 01.05.23
JOB # @PP22098
DRAWN BY bs
SCALE No Scale

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VILLAGE GREEN BUSINESS CENTER LLC
2225 GREENVIEW ROAD
NORTHBROO IL60062
Ph (84 7) 498-5330
Fax (847) 737-4325
vgcnorthbrook@hotmail.com

January 5th, 2023

TO WHOM IT MAY CONCERN

This letter authorizes WITT Sign Company and their agents to manufacture, service and install or remove signs at 1314 Shermer Road, Northbrook on behalf of our tenant, AT World Properties, d/b/a @properties.

WITT SIGNS or its subcontractor/sis/are authorized to secure permits and variances, if applicable, from the local governing body, relative to installation of this sign.

Very truly yours,



Selwyn S. Marcus
Executive Manager

Attachment: 1314 Shermer - ACC Staff Report (6508 : An Ordinance Granting a Level III Design Review Permit for Projecting Signs at 1314

MEMORANDUM
VILLAGE OF NORTHBROOK
VILLAGE MANAGER'S OFFICE

TO: CARA PAVLICEK, VILLAGE MANAGER

FROM: SAM REISS, MANAGEMENT ANALYST

DATE: JANUARY 24, 2023

SUBJECT: AN ORDINANCE AMENDING CHAPTER 15 OF THE NORTHBROOK MUNICIPAL CODE

In 2022, the Village Manager's Office approved 24 unique special event permit applications. At present, the Village's Municipal Code does not include language defining a special event nor comprehensive policies regulating them. As special events return to in-person settings, having formal, codified provisions in the Municipal Code to regulate special events would benefit both Village staff reviewing applications and event organizers submitting applications.

In preparing the proposed Municipal Code amendment, staff researched the code language and formal processes used by surrounding communities. Feedback from eleven communities helped formulate the proposed special event definition.

The proposed amendment to Chapter 15 Article XXIV, currently marked "Reserved", establishes the definition of a special event and compliance protocols with special event policies.

Staff recommends Village Board approval of the attached ordinance amending the Municipal Code regarding special events.

Ordinance (ID # 6496)

An Ordinance Amending Chapter 15 of the Northbrook Municipal Code Regarding Special Events

Passed by the Board of Trustees, 1/24/2023
Printed and Published 1/25/2023

Printed and Published in Pamphlet Form
by Authority of the
President and Board of Trustees
VILLAGE OF NORTHBROOK
COOK COUNTY, ILLINOIS

I hereby certify that this document
was properly published on the date
stated above.

_____
Village Clerk

Ordinance (ID # 6496)

BE IT ORDAINED by the President and Board of Trustees of the Village of Northbrook, County of Cook and State of Illinois THAT:

An Ordinance Amending Chapter 15 of the Northbrook Municipal Code Regarding Special Events

shall be, and is hereby, adopted as follows:

Section 1. BACKGROUND.

Pursuant to the Village's home rule authority under the Constitution of the State of Illinois of 1970, the President and the Board of Trustees find that it is necessary and in the public interest of the Village that the Northbrook Municipal Code, as amended ("***Village Code***"), be further amended as provided in this Ordinance.

Section 2. AMENDMENTS TO CHAPTER 15 OF THE MUNICIPAL CODE.

Article XXIV, entitled "Reserved" of Chapter 15, entitled "Licenses, Permits, and Miscellaneous Business Regulations," of the Municipal Code, shall be amended by redesigning Article XXIV from "reserved" to "Special Events" which shall read as follows:

"ARTICLE XXIV. - SPECIAL EVENTS.

Section 15-930. - General

a) For purposes of this article, the term *SPECIAL EVENT* shall mean any activity or use that is not subject to a permit pursuant to Northbrook's Zoning Code or a license pursuant to Northbrook's Municipal Code, and either:

(1) Requires the use or assistance of, or imposes an impact on, any village property, equipment, or personnel to an extent greater than is customary in the ordinary course of daily village business;

(2) Involves the use of or impact on village streets or sidewalks in a manner that would exceed normal use or travel on such streets or sidewalks;

(3) Is an outdoor event that will be open to the general public (i.e. sidewalk or tent sale, or holiday light shows); or

(4) Involves a gathering of more than 100 people, other than gatherings at a religious congregation or other place designed and intended for assembly purposes and permitted under the village zoning code.

b) Notwithstanding the foregoing, the following public gatherings or assemblies shall not be considered a special event:

(1) Residential block parties.

(2) Organized, nonpermanent gatherings which take place only on Park District property or nonpermanent residential gatherings on private property or properties and only use the public way for normal vehicular or pedestrian travel from one location to another without impeding other vehicular or pedestrian traffic or other normal activity. However, all events are expected to follow the Village's Notification Policy and Special Event Security Policy.

(3) Any Federal or State Government Official visit or appearance that is for official business and is open to the public.

(4) Any visit or appearance by a notable person that is for official business and is open to the public.

c) The following shall be considered a special event:

(1) Parades, or processions of any kind, which move from place to place upon public property along a specified route.

(2) All festivals, amusements, fairs, farmers markets, carnivals, and circuses, including those on private property.

(3) Any event requesting street closures (other than block parties), parking lot closures, and/or police presence.

Section 15-931. - Compliance with Village Special Event Policies

An organization or individual that wishes to conduct a special event is expected to comply with all applicable Village Special Event Policies.

Section 15-932. - Noncompliance with Village Special Event Policies

An organization or individual that conducts a special event that is not in compliance with any Village Special Event Policies will be ineligible for a special event permit for 90 days.

Secs. 15-933 - 15-939. - Reserved**."**

Section 3. EFFECTIVE DATE.

This Ordinance shall be in full force and effect ten days after its passage and approval as provided by law.

Scheduled: 1/24/2023

ATTEST:

Village President

Village Clerk

MEMORANDUM
VILLAGE OF NORTHBROOK
PUBLIC WORKS

TO: CARA PAVLICEK, VILLAGE MANAGER

FROM: JACK BIELAK, INTERIM VILLAGE ENGINEER

DATE: JANUARY 24, 2023

SUBJECT: AN ORDINANCE AMENDING THE ANNUAL FEE ORDINANCE FOR PARKING RESTRICTIONS ON ASBURY ROAD

The Village of Northbrook received a request from a resident on Asbury Road to institute parking restrictions along Asbury Road from Western Avenue to Glendale Avenue. Due to this street's proximity to Wescott School, this block is used as a drop-off and pick-up area by parents. The resident expressed concern about the ability for larger vehicles to pass with vehicles parked on both sides of the street. In conjunction with this concern, the resident asked that parking restrictions be put in place to prohibit parking on the north side of the street between the hours of 8:00 a.m. to 9:00 a.m. and 2:30 p.m. to 3:30 p.m. on school days (a map of the proposed restriction can be found attached as Exhibit A).

In accordance with the Village's procedures, the resident requesting the restrictions collected signatures from at least 50% (nine of the seventeen) of the potentially impacted property owners living on the block in support of the request. The signatures are attached as Exhibit B. Village staff contacted the school district by email to inform them of the proposal and provide them an opportunity to comment; however, no comments were received.

The Village's Police, Fire, and Public Works Departments have reviewed the request for restricted parking on Asbury Road from Western Avenue to Glendale Road and have no objections to the request. Staff's review of the request found that during school drop-off and pick-up times the parking of vehicles on the north and south sides of the road prevents two-way traffic from being maintained, which would slow the response of emergency vehicles. Additionally, when vehicles are parked on both sides of the road, motorists' visibility is limited and should a pedestrian step out in between vehicles the motorist may not have time to avoid a potential accident. The proposed parking restrictions will not limit parents from parking on the south side of the street to drop-off and pick-up students at Wescott School.

Staff recommends Village Board approval of an ordinance amending the Annual Fee Ordinance to designate the north side of Asbury Road as "No Parking 8 a.m. to 9 a.m. and 2:30 p.m. to 3:30 p.m. on School Days" as outlined above. If the Village Board approves this ordinance, new signage would be posted and take effect not less than 10 days after approval, in accordance with State statute.

Staff will be present at the Village Board meeting to address any questions that may arise.

Ordinance (ID # 6467)

An Ordinance Amending the Annual Fee Ordinance Regarding Parking Regulations on Asbury Road

Passed by the Board of Trustees, 1/24/2023
Printed and Published 1/25/2023

Printed and Published in Pamphlet Form
by Authority of the
President and Board of Trustees
VILLAGE OF NORTHBROOK
COOK COUNTY, ILLINOIS

I hereby certify that this document
was properly published on the date
stated above.

_____
Village Clerk

Ordinance (ID # 6467)

BE IT ORDAINED by the President and Board of Trustees of the Village of Northbrook, County of Cook and State of Illinois THAT:

An Ordinance Amending the Annual Fee Ordinance Regarding Parking Regulations on Asbury Road

shall be, and is hereby, adopted as follows:

SECTION 1. BACKGROUND.

The President and the Board of Trustees have determined that it is in the best interest of the Village and its residents to amend the Annual Fee Ordinance, No. 2022-25, ("***Annual Fee Ordinance***") to implement a "No Parking 8 a.m. to 9 a.m. and 2:30 p.m. to 3:30 p.m. on School Days" restriction on a portion of Asbury Road.

SECTION 2. AMENDMENT TO THE ANNUAL FEE ORDINANCE.

Exhibit H, entitled "LIMITED PARKING - SPECIFIC LOCATIONS", of the Annual Fee Ordinance, corresponding to Section 24-102 of the Municipal Code, shall be, and is hereby, amended to include [Added text **bold and double underlined**; deleted text ~~struck through~~]:

"**Asbury Road: North side, between Western Avenue and Glendale Avenue, no parking between the hours of 8 a.m. to 9 a.m. and 2:30 p.m. to 3:30 p.m. on school days**."

SECTION 3. EFFECTIVE DATE.

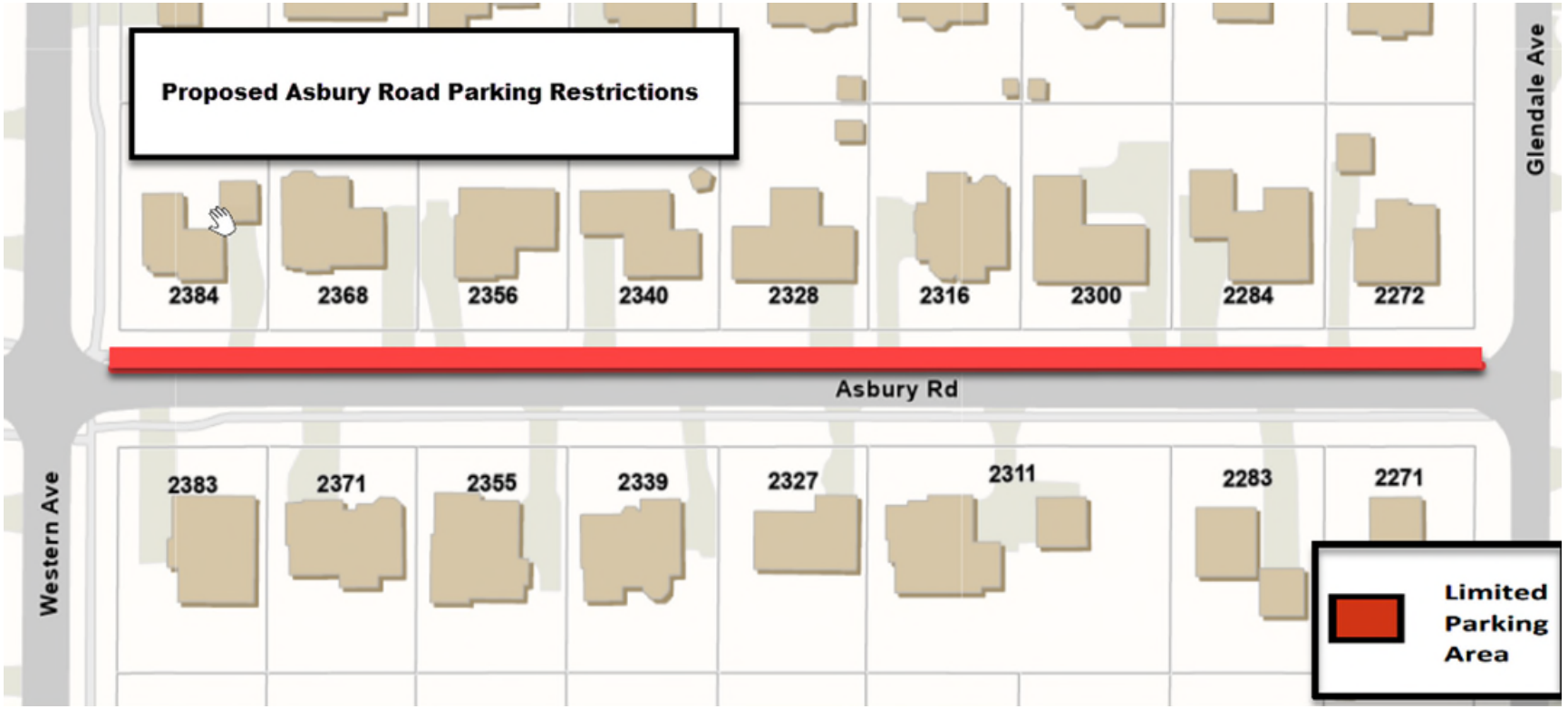
This Ordinance shall be in full force and effect ten days following passage and publication in pamphlet form in accordance with State Statutes and upon posting of the appropriate traffic control signs by the Village.

Scheduled: 1/24/2023

ATTEST:

_____
Village President

_____
Village Clerk



Attachment: Exhibit A - Asbury Road Location Map (6467 : An Ordinance Amending the Annual Fee

Petition for No Parking Sign on the north side of Asbury Rd. from Western Ave. to Glendale Ave.

NO PARKING
8 AM TO 9 AM
AND
2:30 PM TO 3:30 PM
ON SCHOOL DAYS

Winnie Davis		2355 Asbury	10/23/22
Susan Kang		2339 Asbury	10/23/22
Janine Borzynski		2340 Asbury	12-29-22

Signatures must be for the owner (not renter) of the property listed below.

PRINTED NAME	SIGNATURE	ADDRESS NUMBER AND STREET	DATE
Eileen Pines		2272 ASBURY RD	10/23/22
PATRICIA ALBANESE		2283 ASBURY RD	10/23/22
		2284 ASBURY RD	
		2300 ASBURY RD	
		2311 ASBURY RD	
Katie Flatters		2316 ASBURY RD	10/23/22
[illegible]		2327 ASBURY RD	
David Pustilnik		2356 Asbury Rd	10/23/22
Stephanie Park		2383 Asbury Rd	10/23/22
Goeun Hwang		2311 Asbury rd	10/23/22

MEMORANDUM
VILLAGE OF NORTHBROOK
DEVELOPMENT AND PLANNING SERVICES

TO: CARA PAVLICEK, VILLAGE MANAGER

FROM: SWATI PANDEY, SENIOR PLANNER

DATE: JANUARY 24, 2023

SUBJECT: AN ORDINANCE APPROVING THE RENEWAL AND TRANSFER OF SPECIAL PERMIT AT 1875-1881 TECHNY

INTRODUCTION

On January 24, 2023, the Board of Trustees is scheduled to consider an ordinance for Docket No. BOT-22-13, an application submitted by Northshore Car Care (the "Applicant") as lessee, of the property commonly known as 1875 – 1881 Techny Road (the "Subject Property"), which is owned by James H. Stauffer, Successor Trustee to the Allen B. Frake Trust (the "Owner"). The Applicant is requesting a **renewal and transfer of the existing special permit** (Ordinance No. 2018-25) to allow the continued operation of Automotive Repair with Outdoor Automobile Storage (SIC No. 7530.00) and Automotive Detailing Facility (SIC No. 7542.01) on the Subject Property, which is located in the I-1 Restricted Industrial District.

The Board has requested that when a special permit renewal and transfer applicant has been found to be operating in compliance of their special permit, a preliminary review is not necessary. **No Plan Commission public hearing or review is necessary since this is a special permit renewal and transfer request**. **No Board of Trustees public hearing is required for compliant special permit renewal and transfer request** (details below). As of the date of this memo, staff has not received any comments in regards to the application.

As noted in the attached letter, the Applicant is requesting that the existing special permit be renewed and transferred to the tenant of the facility. The Applicant has remained in compliance with the terms of the special permit. Since approving this special permit, the Village has received no complaints regarding the operation of the facility.

PROPERTY DESCRIPTION

The Subject Property:

- is located on the south side of Techny Road, east of the railroad right-of-way;
- is zoned I-1 Restricted Industrial District;
- the Comprehensive Plan's Future Land Use designation is Industrial and Commercial Services;
- the surrounding properties zoning and land uses are depicted on the attached Application Summary.
- Applicant will occupy the eastern 10,000 square foot building;
- site contains approximately 64 parking stalls;

- although there is 100-year floodplain in the immediate vicinity, there is no flood plain on the Subject Property;
- the site is not located in proximity to any areas identified in the Stormwater Management Plan; and
- The Village's Bicycle and Pedestrian Plan shows a conventional bike lane is recommended on Techny Road. The recommended facility shall be considered higher priority based on the overall implementation of the plan.

BACKGROUND

In 2018, the Village Board approved Ordinance No. 2018-25 (attached) granting Northshore Car Center, LLC, a special permit to allow the operation of Automotive Repair with Outdoor Automobile Storage (SIC No. 7530.00) and Automotive Detailing Facility (SIC No. 7542.01) on the Subject Property. This approval was granted a term, expiring on December 31, 2022.

The Applicant is in the process of seeking renewal of the special permit, and the application was submitted prior to the expiration of the previously approved special permit, therefore the Applicant has been allowed to continue operations until the Board makes a decision regarding granting renewal of the special permit.

CURRENT REQUEST

In addition to the request for special permit renewal, the Applicant is requesting a transfer of the special permit from Northshore Car Center, LLC (which now ceases to operate on the property) to Black Onion, LLC, d/b/a Northshore Car Care, which is a tenant on the Subject Property. The change is mostly related to the restructuring of the LLC with one manager staying the same and a new manager joining the LLC.

The Applicant has stated that they have and will continue to comply with all other conditions of approval noted in the previously approved Ordinance No. 2018-25 and no other changes will be made to the facility and operations. The Applicant has submitted a site plan for the facility which is identical to the one previously approved and is also attached for reference.

The Owner has consented to this application and a valid lease with a term until October 1, 2027 is attached. If the special permit is renewed, the term shall be concurrent with the lease term of the Applicant.

SPECIAL PERMIT TRANSFER

The Applicant is requesting the transfer of the previously granted special permit and other zoning relief for the Subject Property.

Section 11-602 I of the Northbrook Zoning Code was recently amended to specify that *"the privileges and rights granted by a special permit ordinance may be transferred to another owner or operator that is operating in full compliance with the terms of the special permit, but only after:*

(1) the execution and filing by the new owner or operator of an unconditional agreement and consent to accept and abide by each and all of the terms, conditions, and limitations set forth in the Ordinance in a form acceptable to the Village Manager and

(2) approval by the Board of Trustees of such transfer by resolution duly adopted."

With this code amendment in place, no public hearing is required for a transfer of the special permit, however, an approval by the Board of Trustees at a regular Village Board meeting is required. Likewise, it is not necessary for the Plan Commission to review this matter.

SPECIAL PERMIT RENEWAL PROCESS & STANDARDS

Section 11-602K of the Zoning Code describes the standards used to renew a special permit. This section was recently amended to allow renewal of compliant special permits to be considered for approval by the Director of Development and Planning Services. A public hearing before the Board of Trustees is not required. However, since the transfer requires consideration by the Board, renewal is part of the request here as well. As stated earlier, the Applicant has remained in compliance with the terms of the special permit. The Board of Trustees does have the option to consider the special permit criteria for review including to extend the length of the renewal term or to eliminate the term requirement altogether.

Section 11-602K.1. of the Zoning Code states that, "*In the event that the party requesting such renewal demonstrates, to the satisfaction of the Director of Development and Planning Services, that the standards and circumstances under which the special permit was originally approved have not materially changed, and the party has consistently operated in compliance with the special permit as well as all Village codes, ordinances, and regulations, then the Director of Development and Planning Services shall, renew the special permit for the same period of time for which the special permit was first valid, or such other term as deemed appropriate by the Director of Development and Planning Services*. *The renewal will be memorialized by a recordable instrument prepared by the Village Attorney."*

To renew the special permit request, the Applicant must demonstrate to the Board of Trustees satisfaction that the standards and circumstances under which the special permit was originally approved have not materially changed. These standards generally include the following:

1) Is the proposal in compliance with the Zoning Code and Official Comprehensive Plan?
2) Will there be any adverse impact upon adjacent properties?
3) Will the proposed use interfere with the orderly development of adjacent properties?
4) Are there adequate public facilities to serve the development?
5) Will the use cause undue traffic congestion?
6) Will the development cause loss of significant environmental or historical features?
7) Will the use comply with other applicable Village standards?

Several of the above criteria are of particular importance for the Board to consider when reviewing whether or not a special permit should be renewed for the proposed use, specifically standards 2, 3, and 5. The Applicant has provided a written statement addressing the above noted standards which is attached to this report for review. The Applicant has confirmed that they are operating within compliance of the original special permit and that no change is proposed. The term of the current lease provided by the Applicant, is valid for extension through October 1, 2027.

SUMMARY

The primary issues for the Board of Trustees to consider when reviewing this application are:

1) Is it appropriate to transfer and renew the special permit for Automotive Repair with Outdoor Storage and Automotive Detailing located on the Subject Property?
2) Should the term coincide with the valid extension date of October 1, 2027?

If the Board is satisfied that the Applicant is qualified to transfer and renew the special permit for the Subject Property in accordance with the restrictions stipulated in Ordinance No. 2018-25, staff

has prepared the attached draft ordinance for Board consideration.

The Applicant will be present to answer any questions the Board may have regarding their qualifications to continue to operate the Subject Property in compliance with Ordinance No. 2018-25. The staff and Village Attorney will also be present to answer any questions.

Ordinance (ID # 6490)

An Ordinance Approving the Renewal and Transfer of Special Permits for Operation of Automotive Repair Facility with Outdoor Automobile Storage and an Automotive Detailing Facility in the I-1 Restricted Industrial District (Northshore Car Care – 1875-1881 Techny Road) (Plan Commission Docket NO. BOT-22-13)

Passed by the Board of Trustees, 1/24/2023
Printed and Published 1/25/2023

Printed and Published in Pamphlet Form
by Authority of the
President and Board of Trustees
VILLAGE OF NORTHBROOK
COOK COUNTY, ILLINOIS

I hereby certify that this document was properly published on the date stated above.

_____
Village Clerk

Ordinance (ID # 6490)

BE IT ORDAINED by the President and Board of Trustees of the Village of Northbrook, County of Cook and State of Illinois THAT:

An Ordinance Approving the Renewal and Transfer of Special Permits for Operation of Automotive Repair Facility with Outdoor Automobile Storage and an Automotive Detailing Facility in the I-1 Restricted Industrial District (Northshore Car Care – 1875-1881 Techny Road) (Plan Commission Docket NO. BOT-22-13)

shall be, and is hereby, adopted as follows:

Section 1. BACKGROUND.

On May 8, 2018, the President and Board of Trustees approved Ordinance 2018-25 (***"Special Permit Ordinance"***), which granted Northshore Car Center, LLC a special permit to operate an Automotive Repair with Outdoor Automobile Storage and Automotive Detailing Facility ("***Facility***") on the property commonly known as 1875-1881 Techny Road ("***Property***"). The Property is located in the I-1 Restricted Industrial District.

Since Ordinance No. 2018-25 was adopted, Northshore Car Center, LLC has undergone a management restructuring. Black Onion LLC d/b/a Northshore Car Care ("***Transferee***"), under new managers, assumed the operations of the Facility and has requested that the Special Permit Ordinance be renewed and transferred to the Transferee. James H. Stauffer, as Successor Trustee of the Allen B. Frake Living Trust ("***Owner***") has consented to the Transferee's application. The Owner and the Transferee are now requesting that the Village formally approve the transfer of operation and grant a renewal of the special permit for the Facility pursuant to Subsection 11-602 K of the Northbrook Zoning Code (1988), as amended ("***Zoning Code***").

The Facility has operated since 2018 without incident and the President and the Board of Trustees have determined that the circumstances under which the original special permit was granted have not changed. Therefore, the Corporate Authorities have determined that it is in the best interest of the Village and the public to approve the transfer of the special permit to the Transferee and to renew the special permit granted and amended by the Special Permit Ordinance.

Section 2. DESCRIPTION OF PROPERTY.

The Property is commonly known as 1875-1881 Techny Road, which is legally described in ***Exhibit A,*** attached to and by this reference made a part of this ordinance. The Property is located within the I-1 Restricted Industrial District.

Section 3. RENEWAL OF SPECIAL PERMIT.

Subject to and contingent upon the conditions, restrictions, and provisions set forth in Ordinance No. 2018-25, and pursuant to Subsection 11-602 K of the Zoning Code, a special permit to allow the operation of the following uses on the Property ("***Special Permit***"), is hereby, renewed and granted to the Transferee subject to the terms and conditions set forth in the Special Permit Ordinance:

a) Automotive Repair with Outdoor Automobile Storage (SIC No. 7530.00); and

b) Automotive Detailing Facility (SIC No. 7542.01).

Section 4. AUTHORIZATION TO TRANSFER.

Pursuant to Section 11-602 I of the Zoning Code, all rights, responsibilities, and obligations set forth in Special Permit Ordinance shall be transferred to the Transferee, contingent upon the execution by the Transferee and the Owner of an unconditional agreement and consent to accept and abide by each and all of the terms, conditions, and limitations set forth in Special Permit Ordinance in substantially the form attached hereto as ***Exhibit B*** ("***Transferee's Unconditional Agreement and Consent***"). Nothing in this Ordinance shall be deemed to allow the privileges, obligations, and provisions of the Special Permit Ordinance to be transferred to any person or entity other than Transferee and Owner without a new application for such person or entity being reviewed and approved by the Board of Trustees.

Section 5. AUTHORIZATION OF TRANSFEREE'S UNCONDITIONAL AGREEMENT AND CONSENT.

The Village Manager is hereby authorized and directed to execute the Transferee's Unconditional Agreement and Consent for the sole and exclusive purpose of acknowledging the Village's agreement to and acceptance of (a) the Transferee's assumption of the obligations under the Special Permit Ordinance, and (b) the Transferee's agreement to comply with the terms, conditions and requirements of the Special Permit Ordinance, including all exhibits and attachments thereto, after receiving a fully executed copy of the same.

Section 6. EFFECT OF TRANSFER.

Except as expressly provided in this Ordinance, all terms, conditions, and provisions of the Special Permit Ordinance shall remain in full force and effect; provided, however, that any other provision of Special Permit Ordinance shall be deemed modified as necessary to give practical effect to the provisions of this Ordinance.

Section 7. BINDING EFFECT; TRANSFERABILITY.

The privileges, obligations, and provisions of each and every Section of this Ordinance, and the Special Permit Ordinance, are for the sole benefit of, and shall be binding on, the Transferee, except as otherwise expressly provided in this Ordinance. Nothing in this Ordinance shall be deemed to allow the rights and obligations created by the Special Permit Ordinance to be transferred to any person or entity unless and until (a) such person or entity executes and files with the Village Clerk an unconditional agreement and consent to accept and abide by each and all of the terms, conditions, and limitations set forth in this Ordinance in a form acceptable to the Village Manager and (b) the Board of Trustees has approved such transfer by resolution or ordinance duly adopted.

Section 8. RESTATEMENT OF SPECIAL PERMIT ORDINANCE.

All terms, provisions, conditions, and restrictions of the Special Permit Ordinance shall remain in full force and effect except as set forth in Section 9 of this Ordinance.

Section 9. TERM.

The renewal granted in Section 3 of this Ordinance shall terminate on the date that is October 1, 2027, provided, however, upon the Transferee providing Village Staff with evidence of an executed lease extension, the term of the Special Permit may be renewed in accordance with Section 11-602 K of the Zoning Code.

Section 10. EFFECTIVE DATE.

A. This Ordinance shall be effective only upon the occurrence of all of the following events:

i. Passage by the Board of Trustees of the Village of Northbrook by a majority vote in the manner required by law;

ii. Publication in pamphlet form in the manner required by law;

iii. The filing by Transferee and Owner with the Village Clerk, for recording in the Office of the Cook County Clerk, of the Transferee's Unconditional Agreement and Consent.

B. In the event that the Transferee does not file with the Village Clerk a fully executed copy of the Transferee's Unconditional Agreement & Consent within 60 days after the date of passage of this Ordinance by the Corporate Authorities, the Corporate Authorities shall have the right, in their sole discretion, to declare this Ordinance null and void and of no force or effect.

Scheduled: 1/24/2023

ATTEST:

_____
Village President

_____
Village Clerk

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

Parcel 1:
A part of the North Half of the Northeast Quarter of the Southwest Quarter of Section 15, Township 42 North, Range 12, East of the Third Principal Meridian, described as follows: commencing at a point on the North line thereof of 660.90 feet West of the Northeast corner of said Southwest Quarter: Thence West on said North line 352.84 feet to the Easterly right of way of the Chicago, Milwaukee and St. Paul Railroad: Thence running Southeasterly along said right of way 693.23 feet to the South line of said tract: Thence running East on said South line 146.14 feet: Thence running North 660.62 feet to the point of beginning, except that part of the North 330 feet thereof lying West of a line running parallel with the 720.90 feet West of the East line of the Southwest Quarter of Section 15, in Cook County, Illinois.

Parcel 2:
That part of the South Half of the Northeast Quarter of the Southwest Quarter of Section 15, Township 42 North, Range 12, East of the Third Principal Meridian, and the North Half of the Southeast Quarter of the Southwest Quarter of said Section 15, lying Easterly of the Easterly line of the right of way of the Chicago, Milwaukee and St. Paul Railroad Company and Northwesterly of a line drawn parallel with and distant 100 feet Northwesterly and at right angles from the center line between the two main tracks of the right of way of the Des Plaines Valley Railroad Company (now the Chicago and Northwestern Transportation Company) in Cook County, Illinois.

Parcel 3:
That part of the Northwest Quarter of the Southeast Quarter of Section 15, Township 42 North, Range 12, East of the Third Principal Meridian, described as follows: commencing at a point 660 feet South of the center of said Section 15: Thence East 88 feet: Thence South to the Westerly line of the Des Plaines Valley Railroad Company (now Chicago and Northwestern Transportation Company) right of way, said Westerly right of way line being the Westerly line of the premises conveyed to said Des Plaines Valley Railroad Company by Warranty Deed from Anna Teade, recorded December 8, 1914 as document 5544190: Thence Southwesterly along the said Westerly right of way line to the North and South center North of said Section 15: Thence North 199.87 feet, more or less, to the point of beginning, in Cook County, Illinois.

Parcel 4:
Easement for the benefit of Parcels 1, 2 and 3 as created by Grant of Easement from Chicago and Northwestern Transportation Company (corporation of Delaware) to Caisson Corporation (corporation of Illinois) dated May 23, 1974 and recorded June 12, 1974 as document 22747900 for roadway purposes over and across the following described Parcel of land: That part of the Northeast Quarter of the Southwest Quarter and the Northwest Quarter of the Southeast Quarter of Section 15, Township 42 North, Range 12. East of the Third Principal Meridian, bounded and described as follows: beginning at a point on the North line of the Northwest Quarter of the Southeast Quarter of Section 15, distant 100 feet Northwesterly, measured at right angles, from the center line between the two main tracks of the Des Plaines Valley Railroad Company (now the Chicago and Northwestern Transportation Company), as said center line was originally located and established across said Section 15: Thence Southwesterly parallel with said original center line between main tracks, a distance of 1170 feet: Thence Southeasterly at right angles to the last described course, a distance of 25 feet: Thence Northeasterly parallel with said original center line between main tracks to a point on the North line of the Northwest Quarter of the Southeast Quarter of said Section 15: Thence Westerly along said North line to the point of beginning, all in Cook County, Illinois.

P.I.N.: 04-15-300-040-0000

Commonly known as 1875-1881 Techny Road, Northbrook, Illinois

Attachment: 1875-1881 Techny - Ordinance Exhibit A-B (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-

EXHIBIT B

TRANSFEREE'S UNCONDITIONAL AGREEMENT AND CONSENT

TO: The Village of Northbrook, Illinois (the "***Village***"):

WHEREAS, Black Onion LLC d/b/a Northshore Car Care ("***Transferee***"), have applied for transfer and renewal of a special permit to allow the continued operation of Automotive Repair with Outdoor Automobile Storage and Automotive Detailing Facility at 1875-1881 Techny Road in the Village of Northbrook ("***Property***") which is owned by James H. Stauffer, as Successor Trustee of the Allen B. Frake Living Trust ("***Owner***"); and

WHEREAS, Ordinance No. 23-__, adopted by the President and Board of Trustees of the Village of Northbrook on _____, 2023, grants such an approval of transfer and renewal, subject to certain conditions; and

WHEREAS, Section 10 of said Ordinance provides that said Ordinance will be of no force or effect unless and until the Transferee and shall have filed with the Village Clerk, within 60 days after its passage, its unconditional agreement and consent executed by the Transferee and the Owner to accept and abide by each of the terms, conditions and limitations set forth in said Ordinance;

NOW THEREFORE, the Transferee and the Owner do hereby agree and covenant as follows:

1. The Transferee shall and does hereby unconditionally agree to, accept, consent to and abide by all of the terms, conditions, restrictions and provisions of that certain Village Ordinance No. 2023-__, adopted by the Village Board of Trustees on January 24, 2023 which renewed the special permit originally granted by Ordinance No. 2018-25 ("***Ordinance***").

2. The Transferee acknowledges and agrees that the Village is not and shall not be, in any way, liable for any damages or injuries that may be sustained as a result of the Village's review and approval of any plans for the Property, or the issuance of any permits for the use and development of the Property, and that the Village's review and approval of any such plans and issuance of any such permits does not, and shall not, in any way, be deemed to insure the Transferee against damage or injury of any kind and at any time.

3. The Transferee acknowledges that the public notices and hearings have been properly given and held with respect to the adoption of the Ordinance, has considered the possibility of the revocation provided for in the Ordinance, and agrees not to challenge any such revocation on the grounds of any procedural infirmity or any denial of any procedural right, provided that the notice to the Transferee required by Section 8 of Ordinance No. 2018-25 is given.

4. The Transferee agrees to and does hereby hold harmless and indemnify the Village, the Village's corporate authorities, and all Village elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted against any of such parties in connection with (a) the Village's review and approval of plans and issuance of any permits, (b) the procedures followed in connection with the adoption of the Ordinance, (c) the development, construction, maintenance, and use of the

Attachment: 1875-1881 Techny - Ordinance Exhibit A-B (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-

Property, and (d) the performance by the Transferee of its obligations under this Unconditional Consent and Agreement.

5. The Transferee shall, and does hereby agree to, pay all expenses incurred by the Village in defending itself with regard to any and all of the claims mentioned in this Unconditional Consent and Agreement. These expenses shall include all out-of-pocket expenses, such as attorneys' and experts' fees, and shall also include the reasonable value of any services rendered by any employees of the Village.

6. The Owner warrants and represents to the Village that it owns fee simple title to the Property and consents to the recording of the Ordinance against the Property.

ATTEST:

By: _____
Signature

By: _____
Print Name
Its: _____

SUBSCRIBED and **SWORN** to
before me this _____ day of
_____, 2023.

_____
Notary Public

BLACK ONION LLC, an Illinois limited liability company

By: _____
Signature

By: _____
Print Name
Its: _____

By: _____
Signature

By: _____
Print Name

Its: _____

ATTEST:

By: _____
Signature

By: _____
Print Name
Its: _____

SUBSCRIBED and **SWORN** to
before me this _____ day of
_____, 2023.

_____
Notary Public

JAMES H. STAUFFER, AS SUCCESSOR TRUSTEE OF THE ALLEN B. FRAKE LIVING TRUST

By: _____
Signature

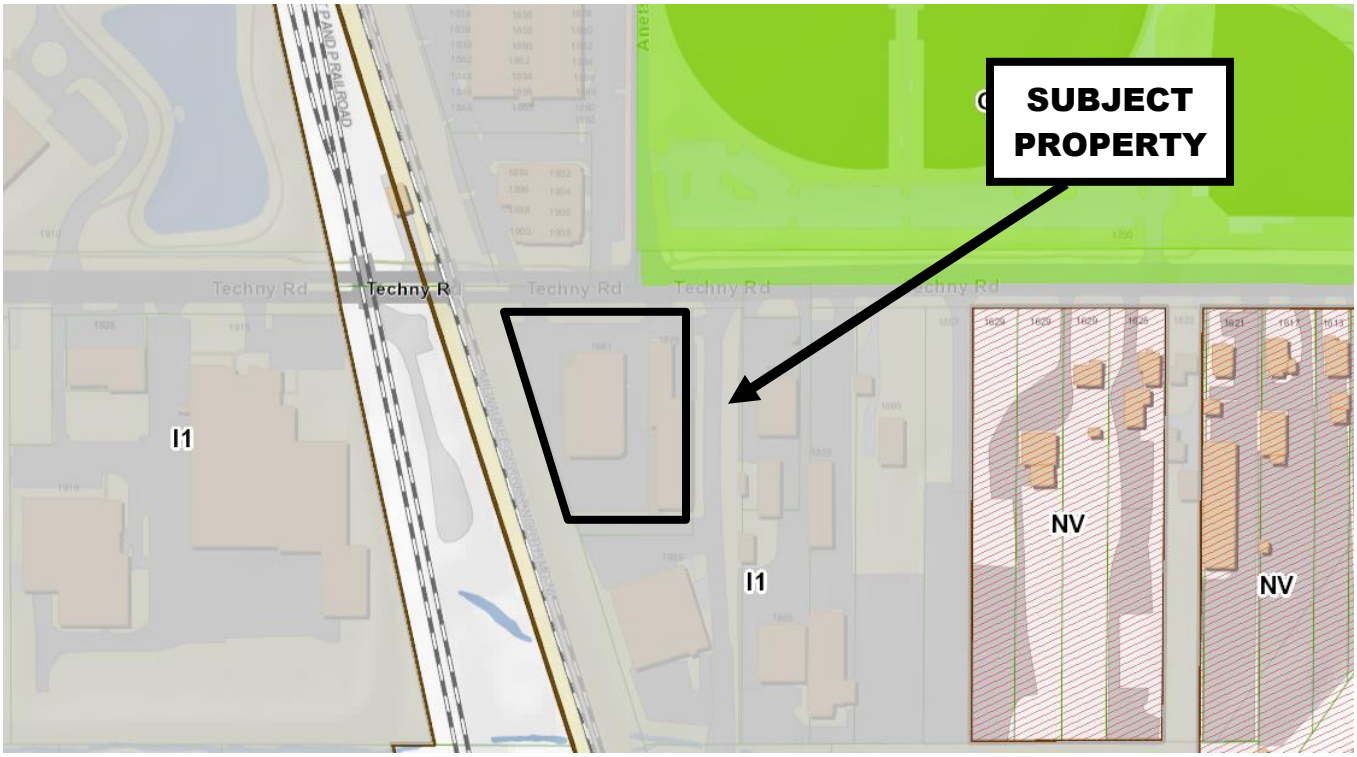
By: _____
Print Name
Its: _____

Attachment: 1875-1881 Techny - Ordinance Exhibit A-B (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-

BOT-22-13: 1875-1881 TECHNY ROAD
APPLICATION SUMMARY

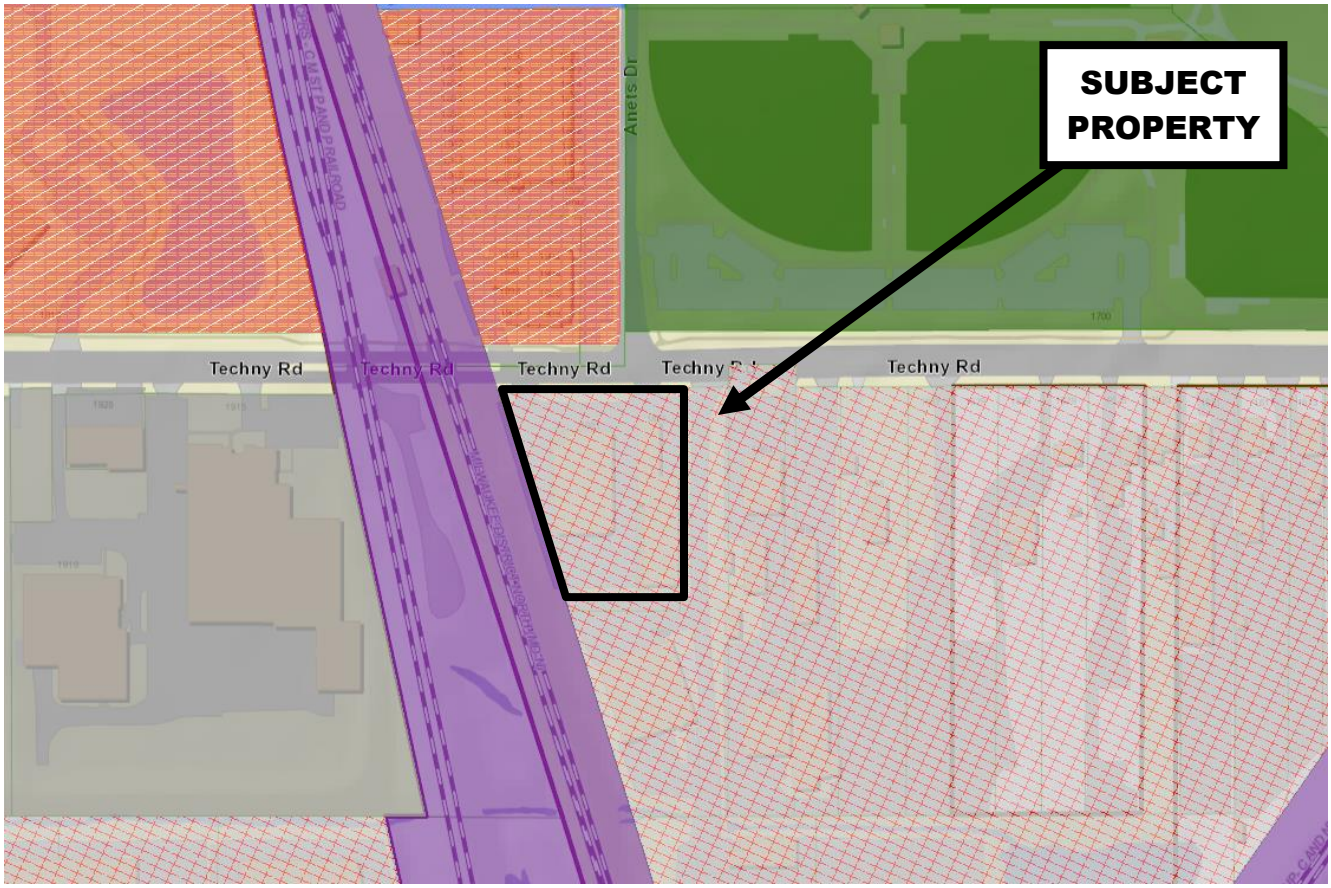
Applicant:	Northshore Car Care
Site Location:	1875-1881 Techny Road
Requested Action:	Renewal and Transfer of Automotive Repair with Automobile Storage and Automotive Detailing Facility
Proposal:	Continue to operate an automotive repair business with outdoor vehicle storage and automotive detailing business
Existing Zoning & Land Use:	I-1 Restricted Industrial; auto repair and detailing business
Surrounding Zoning & Land Use:	North: I-1 Restricted Industrial and OS Open Space; industrial and office uses and Park District South: I-1 Restricted Industrial; landscaping contractor business East: I-1 Restricted Industrial; industrial use West: I-1 Restricted Industrial; industrial uses
Comprehensive Plan Designation:	Industrial and Commercial Services

ZONING MAP



Attachment: 1875-1881 Techny - Application Summary, Aerial (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at

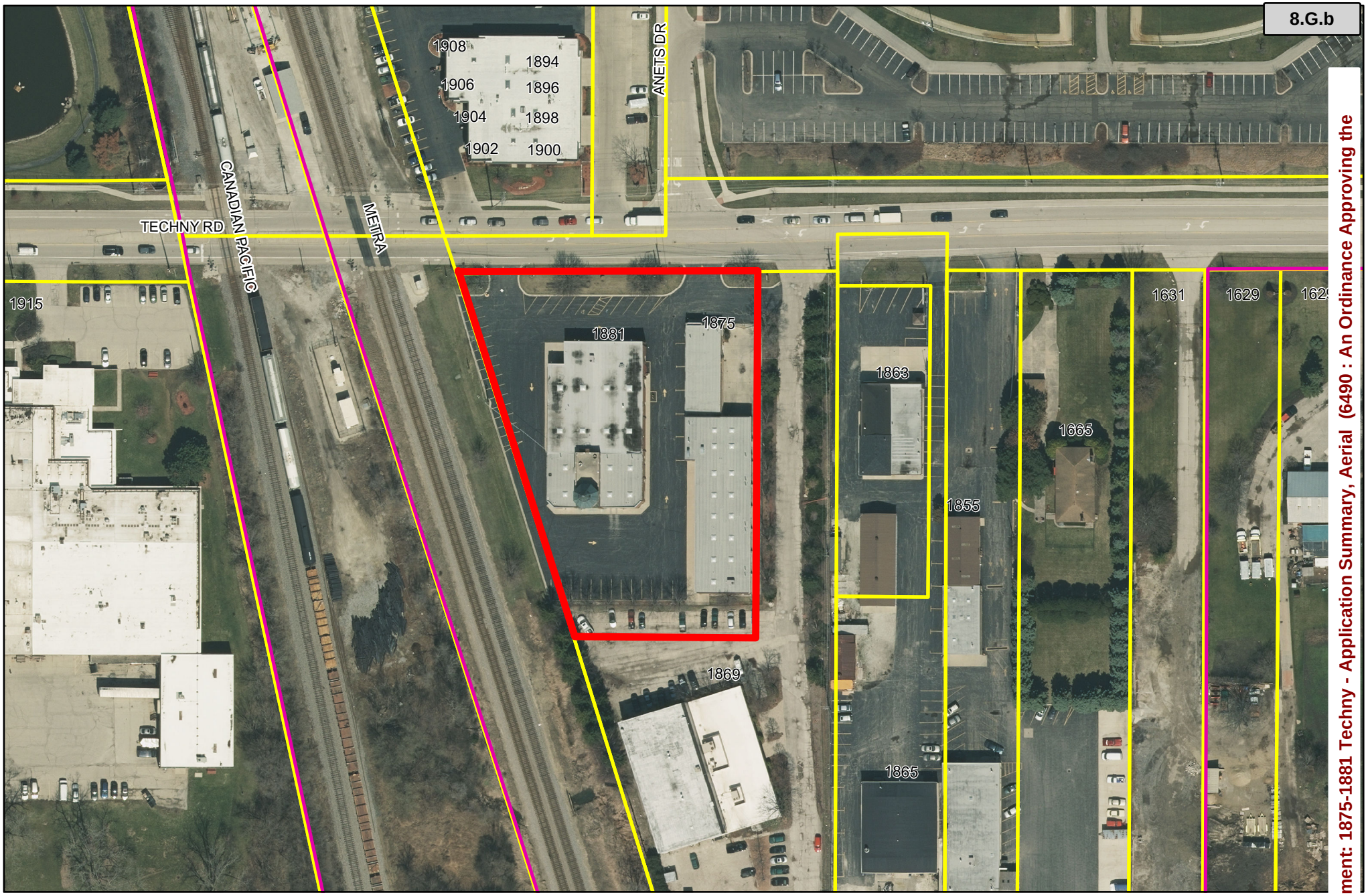
COMPREHENSIVE PLAN MAP



Legend

- Open Space & Outdoor Recreation
- Single Family
- Single Family Large Lot
- Multi-Family up to 6 DUA
- Multi-Family 6-9 DUA
- Multi-Family 9-15 DUA
- Multi-Family over 15 DUA
- Senior or Special Residential
- Government Facility
- Institutional Facility
- Neighborhood Office
- Neighborhood Edge 1
- Neighborhood Edge 2
- Office - Professional
- Office - Corporate/Corridor
- Community Retail
- Major Retail
- Industrial & Commercial Service
- General Industrial, Warehouse & Office
- Major Industrial/Distribution
- Transportation, Comm. & Utilities
- Village Center Mixed Use
- Techny Area Multi-Use
- Major Corridor Multi-Use
- Techny Area

Attachment: 1875-1881 Techny - Application Summary, Aerial (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at



0 100 200 300 Feet

The GIS material is made available as a public service. Maps and data are to be used for reference purposes only and Northbrook, Illinois, is not responsible for any inaccuracies herein contained. No Responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided. Any errors should be reported to the Information Technology Department.

1875-1881 Techny Road

VILLAGE OF NORTHBR K

GIS consortium.org

Attachment: 1875-1881 Techny - Application Summary, Aerial (6490 : An Ordinance Approving the

1815019062

Doc# 1815019062 Fee $58.00

RHSP FEE:$9.00 RPRF FEE: $1.00

KAREN A.YARBROUGH

COOK COUNTY RECORDER OF DEEDS

DATE: 05/30/2018 03:32 PM PG: 1 OF 11

Ordinance 2018-25

An Ordinance Granting Approval of Special Permits and Variations for an Automotive Repair Facility with Outdoor Automobile Storage and an Automotive Detailing Facility (1875-1881 Techny Road – Northshore Car Center, LLC) (Plan Commission Docket No. PCD-18-02)

Passed by the Board of Trustees, 5/8/2018
Printed and Published 5/9/2018

Printed and Published in Pamphlet Form
by Authority of the
President and Board of Trustees
VILLAGE OF NORTHBROOK
COOK COUNTY, ILLINOIS

I hereby certify that this document was properly published on the date stated above.

/s/ Debra J. Ford
Village Clerk

Attachment: 1875-1881 Techny - Previously approved Ord. No. 2018-25 (6490 : An Ordinance Approving the Renewal and Transfer of Special

Attachment: 1875-1881 Techny - Previously approved Ord. No. 2018-25 (6490 : An Ordinance Approving the Renewal and Transfer of Special

Ordinance 2018-25

BE IT ORDAINED by the President and Board of Trustees of the Village of Northbrook, County of Cook and State of Illinois THAT:

An Ordinance Granting Approval of Special Permits and Variations for an Automotive Repair Facility with Outdoor Automobile Storage and an Automotive Detailing Facility (1875-1881 Techny Road – Northshore Car Center, LLC) (Plan Commission Docket No. PCD-18-02)

shall be, and is hereby, adopted as follows:

Section 1. BACKGROUND.

Northshore Car Center, LLC ("***Applicant***") as the lessee of the property commonly known as 1875-1881 Techny Road ("***Property***") which is owned by Allen B. Frake Trust (***"Owner"***) and proposes to conduct an automotive repair with outdoor automobile storage and an automotive detailing facility ("***Facility***") on the Subject Property.

The Applicant has requested various relief from the Village of Northbrook's Zoning Code (1988), as amended ("***Zoning Code***") to grant special permits for (i) the operation of Automotive Repair Facilities with Outdoor Automobile Storage (SIC No. 7530.00) and (ii) Automotive Detailing (SIC No. 7542.01) on the Property, as well as to grant yard and setback variations for the existing building on the Property ("***Requested Relief***").

The President and the Board of Trustees have determined that it is in the best interest of the Village and its residents to grant the Applicant the Requested Relief in accordance with the terms and conditions of this Ordinance.

Section 2. DESCRIPTION OF PROPERTY.

The Property is commonly known as 1875-1881 Techny Road, which is legally described in ***Exhibit A*** attached to and, by this reference, made a part of this Ordinance. The Property is located within the I-1 Restricted Industrial District.

Section 3. PUBLIC MEETINGS & HEARINGS.

A public notice for the Applicant's Requested Relief was duly published on March 15, 2018 in *The Northbrook Star* and a public hearing was held at the Plan Commission's regular meeting on April 3, 2018. On April 17, 2018 the Plan Commission formally adopted Resolution No. 18-PC-04 recommending approval of the Requested Relief.

Section 4. SPECIAL PERMITS.

Subject to and contingent upon the conditions, restrictions, and provisions set forth in Section 7 of this Ordinance, special permits for operation of the following uses on the Property are hereby granted to the Applicant in accordance with and pursuant to Section 11-602 of the Code and the home rule powers of the Village of Northbrook:

A. Automotive Repair with Outdoor Automobile Storage (SIC No. 7530.00); and

B. Automotive Detailing (SIC No. 7542.01).

Section 5. VARIATIONS.

Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 6 of this Ordinance, the Property shall be, and is hereby granted the following yard and setback variations, all in accordance with and pursuant to Section 11-503 of the Zoning Code and the home rule powers of the Village of Northbrook:

A. Rear Setback Variation to reduce the required setback from 15' to 10' to accommodate the existing building on the Property;

B. Interior Side Yard Variations to reduce the required yards from 5' to 0' on both the east and west sides to accommodate existing parking stalls on the Property; and

C. Rear Yard Variation to reduce the required yard from 5' to 0' to accommodate existing parking stalls on the Property.

Section 6. SITE PLAN APPROVAL.

Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 7 of this Ordinance, the Site Plan for the Subject Property, submitted by the Applicant, consisting of one sheet labeled Parking Layout with a latest revision date of February 8, 2018, and attached to, and by this referenced made a part of this Ordinance, as ***Exhibit B***, shall be, and is hereby, approved in accordance with and pursuant to Section 11-604 of the Zoning Code and the home rule powers of the Village.

Section 7. SPECIAL PERMITS CONDITIONS.

Attachment: 1875-1881 Techny - Previously approved Ord. No. 2018-25 (6490 : An Ordinance Approving the Renewal and Transfer of Special

The special permits granted in Section 4 of this Ordinance are contingent upon the development, use, and maintenance of the Property being in substantial compliance with the following terms, conditions, and provisions:

A. Term. The special permits shall have a term that terminates on December 31, 2022, running concurrently with the term of the Applicant's lease;

B. Hours of Operation. The Facility shall have the following permitted hours of operation:
   1. Monday thru Friday 8:00 a.m. to 8:00 p.m.;
   2. Saturday 8:00 a.m. to 2:00 p.m.; and
   3. Sunday 9:00 a.m. to 4:00 p.m.

C. Village Code Requirements. Applicant shall operate the Facility in full compliance with all applicable requirements of the Village's Municipal Code and Zoning Code.

Section 8. FAILURE TO COMPLY WITH CONDITIONS.

Upon failure or refusal of the Applicant to comply with any or all of the conditions, restrictions or provisions of this Ordinance, the special permits granted in Section 4 of this Ordinance shall, at the sole discretion of the Board of Trustees, by ordinance duly adopted, be revoked and become null and void; provided, however, that the Board of Trustees may not so revoke the special permits unless it shall first provide the Applicant with two months advance written notice of the reasons for revocation and an opportunity to be heard at a regular meeting of the Board of Trustees. In the event of revocation, the development and use of the Property shall be governed solely by the regulations of the I-1 District, as the same may, from time to time, be amended. Further, in the event of such revocation of the special permit, the Village Manager and Village Attorney are hereby authorized and directed to bring such zoning enforcement action as may be appropriate under the circumstances. The Applicant acknowledges that public notices and hearings have been held with respect to the adoption of this Ordinance, have considered the possibility of the revocation provided for in this Section, and agree not to challenge any such revocation on the grounds of any procedural infirmity or any denial of any procedural right, provided that the notice to the Applicant required by this Section has been given.

Section 9. BINDING EFFECT; TRANSFERABILITY.

The privileges, obligations, and provisions of each and every Section of this Ordinance, are for the of, and shall be binding on, the Applicant operating an Automotive Repair with Outdoor Automobile Storage facility and an Automotive Detailing facility, except as otherwise expressly provided in this Ordinance. Nothing in this Ordinance shall be deemed to allow this Ordinance to be transferred to any person, or entity unless and until (a) such person, or entity ("***Transferee***") executes and files with the Village Clerk an unconditional agreement and consent to accept and abide by each and all of the terms, conditions, and limitations set forth in this Ordinance in a form acceptable to the Village Manager and (b) the Board of Trustees has approved such transfer by resolution duly adopted.

Section 10. EFFECTIVE DATE.

A. This Ordinance shall be effective only upon the occurrence of all of the following events:

i. passage by the Board of Trustees of the Village of Northbrook by a majority vote in the manner required by law;

ii. publication of this Ordinance in pamphlet form in the manner required by law;

Attachment: 1875-1881 Techny - Previously approved Ord. No. 2018-25 (6490 : An Ordinance Approving the Renewal and Transfer of Special

iii. the filing by the Applicant with the Village Clerk of an unconditional agreement and consent to accept and abide by each and all of the terms, conditions, and limitations set forth in this Ordinance. Said unconditional agreements and consents shall be in the form of ***Exhibit C***, attached to and made a part of this Ordinance by this reference; and

iv. recordation of this Ordinance, together with such exhibits as the Village Clerk shall deem appropriate for recordation, with the Cook County Recorder of Deeds. The Applicant shall bear the full cost of such recordation.

B. In the event that the Applicant does not file with the Village Clerk a fully executed copy of the unconditional agreements and consents referenced in Paragraph 10.A.iii of this Ordinance within 90 days after the date of passage of this Ordinance by the President and Board of Trustees, the corporate authorities shall have the right, in their sole discretion, to declare this Ordinance null and void and of no force or effect.

Adopted: 5/8/2018

RESULT:	**ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER:	A.C. Buehler, Trustee
SECONDER:	Muriel Collison, Trustee
AYES:	Frum, Karagianis, Buehler, Israel, Collison, Han
ABSENT:	Kathryn Ciesla

ATTEST:

/s/ Sandra E. Frum
Village President

/s/ Debra J. Ford
Village Clerk

I hereby certify this to be a true and exact copy of the original.
5·25·18
Date
Deputy Village Clerk

VILLAGE OF NORTHBROOK CORPORATE SEAL COOK COUNTY, ILL.

Attachment: 1875-1881 Techny - Previously approved Ord. No. 2018-25 (6490 : An Ordinance Approving the Renewal and Transfer of Special

EXHIBIT A

LEGAL DESCRIPTION OF PROPERTY

Parcel 1:
A part of the North Half of the Northeast Quarter of the Southwest Quarter of Section 15, Township 42 North, Range 12, East of the Third Principal Meridian, described as follows: commencing at a point on the North line thereof of 660.90 feet West of the Northeast corner of said Southwest Quarter: Thence West on said North line 352.84 feet to the Easterly right of way of the Chicago, Milwaukee and St. Paul Railroad: Thence running Southeasterly along said right of way 693.23 feet to the South line of said tract: Thence running East on said South line 146.14 feet: Thence running North 660.62 feet to the point of beginning, except that part of the North 330 feet thereof lying West of a line running parallel with the 720.90 feet West of the East line of the Southwest Quarter of Section 15, in Cook County, Illinois.

Parcel 2:
That part of the South Half of the Northeast Quarter of the Southwest Quarter of Section 15, Township 42 North, Range 12, East of the Third Principal Meridian, and the North Half of the Southeast Quarter of the Southwest Quarter of said Section 15, lying Easterly of the Easterly line of the right of way of the Chicago, Milwaukee and St. Paul Railroad Company and Northwesterly of a line drawn parallel with and distant 100 feet Northwesterly and at right angles from the center line between the two main tracks of the right of way of the Des Plaines Valley Railroad Company (now the Chicago and Northwestern Transportation Company) in Cook County, Illinois.

Parcel 3:
That part of the Northwest Quarter of the Southeast Quarter of Section 15, Township 42 North, Range 12, East of the Third Principal Meridian, described as follows: commencing at a point 660 feet South of the center of said Section 15: Thence East 88 feet: Thence South to the Westerly line of the Des Plaines Valley Railroad Company (now Chicago and Northwestern Transportation Company) right of way, said Westerly right of way line being the Westerly line of the premises conveyed to said Des Plaines Valley Railroad Company by Warranty Deed from Anna Teade, recorded December 8, 1914 as document 5544190: Thence Southwesterly along the said Westerly right of way line to the North and South center North of said Section 15: Thence North 199.87 feet, more or less, to the point of beginning, in Cook County, Illinois.

Parcel 4:
Easement for the benefit of Parcels 1, 2 and 3 as created by Grant of Easement from Chicago and Northwestern Transportation Company (corporation of Delaware) to Caisson Corporation (corporation of Illinois) dated May 23, 1974 and recorded June 12, 1974 as document 22747900 for roadway purposes over and across the following described Parcel of land: That part of the Northeast Quarter of the Southwest Quarter and the Northwest Quarter of the Southeast Quarter of Section 15, Township 42 North, Range 12. East of the Third Principal Meridian, bounded and described as follows: beginning at a point on the North line of the Northwest Quarter of the Southeast Quarter of Section 15, distant 100 feet Northwesterly, measured at right angles, from the center line between the two main tracks of the Des Plaines Valley Railroad Company (now the Chicago and Northwestern Transportation Company), as said center line was originally located and established across said Section 15: Thence Southwesterly parallel with said original center line between main tracks, a distance of 1170 feet: Thence Southeasterly at right angles to the last described course, a distance of 25 feet: Thence Northeasterly parallel with said original center line between main tracks to a point on the North line of the Northwest Quarter of the Southeast Quarter of said Section 15: Thence Westerly along said North line to the point of beginning, all in Cook County, Illinois.

P.I.N.: 04-15-300-040-0000

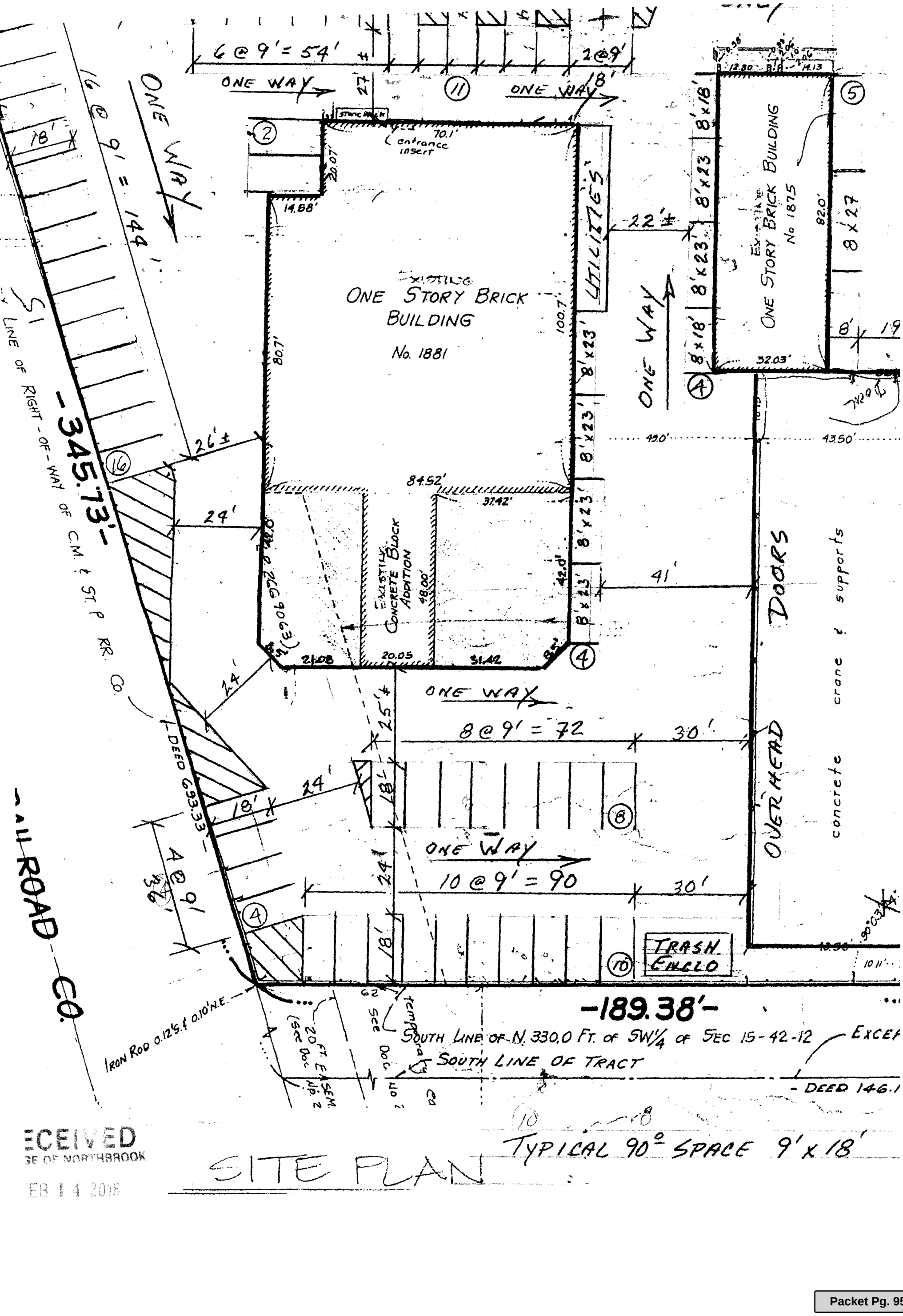
Commonly known as 1875-1881 Techny Road, Northbrook, Illinois

Attachment: 1875-1881 Techny - Previously approved Ord. No. 2018-25 (6490 : An Ordinance Approving the Renewal and Transfer of Special

EXHIBIT B

SITE PLAN

Attachment: 1875-1881 Techny - Previously approved Ord. No. 2018-25 (6490 : An Ordinance Approving the Renewal and Transfer of Special



SITE PLAN

ECEIVED
GE OF NORTHBROOK
EB 14 2018

Attachment: 1875-1881 Techny - Previously approved Ord. No. 2018-25 (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881 Techny)

Attachment: 1875-1881 Techny - Previously approved Ord. No. 2018-25 (6490 : An Ordinance Approving the Renewal and Transfer of Special

EXHIBIT C

Unconditional Agreement and Consent of Applicant

TO: The Village of Northbrook, Illinois (*"Village"*):

WHEREAS, Northshore Car Center, LLC (*"Applicant"*) is lessee of a portion of the property commonly known as 1875-1881 Techny Road (*"Subject Property"*) and proposes to operate an automotive detailing facility (*"Facility"*) thereon;

WHEREAS, Allen B. Frake Trust is the owner (*"Owner"*) of the Subject Property and has consented to the Applicant's request;

WHEREAS, Applicant has requested amongst other relief, special permits pursuant to Northbrook's Zoning Code (1988), as amended (*"Zoning Code"*) to allow the operation of (i) an Automotive Repair Shop with Outdoor Automobile Storage (SIC No. 7530.00) and (ii) an Automotive Detailing facility (SIC No. 7542.01) on the Subject Property (*"Requested Relief"*); and

WHEREAS, Ordinance No. 18-25, adopted by the President and Board of Trustees of the Village of Northbrook on May 8, 2018 (*"Ordinance"*), grants approval of such Requested Relief for the benefit of Applicant; and

WHEREAS, Applicant desires to evidence to the Village its unconditional agreement and consent to accept and abide by each of the terms, conditions, and limitations set forth in said Ordinance and the Owner desires to grant its consent to the recording of the Ordinance against the Subject Property;

NOW, THEREFORE, Applicant and the Owner do hereby agree and covenant as follows:

1. Applicant shall, and does hereby unconditionally agree to, accept, consent to and abide by all of the terms, conditions, restrictions, and provisions of that certain Ordinance No. 2018-25, adopted by the Village Board of Trustees on May 8, 2018.

2. Applicant acknowledges and agrees that the Village is not and shall not be, in any way, liable for any damages or injuries that may be sustained as a result of the Village's review and approval of any plans for the Subject Property, or the issuance of any permits for the use and development of the Subject Property, and that the Village's review and approval of any such plans and issuance of any such permits do not, and shall not, in any way, be deemed to insure Applicant against damage or injury of any kind and at any time.

3. Applicant acknowledges that the public notices and hearings have been properly given and held with respect to the adoption of the Ordinance, has considered the possibility of the revocation provided for in the Ordinance, and agree not to challenge any such revocation on the grounds of any procedural infirmity or any denial of any procedural right, provided that the notice to the Applicant required by Section 6 of the Ordinance is given.

4. Applicant agrees to and does hereby hold harmless and indemnify the Village, the Village's corporate authorities, and all Village elected and appointed officials,

officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted against any of such parties in connection with (a) the Village's review and approval of any plans and issuance of any permits, (b) the procedures followed in connection with the adoption of the Ordinance, (c) the development, construction, maintenance, and use of the Subject Property, and (d) the performance by Applicant of their obligations under this Unconditional Consent and Agreement.

5. Applicant shall, and does hereby agree to, pay all expenses incurred by the Village in defending itself with regard to any and all of the claims mentioned in this Unconditional Consent and Agreement. These expenses shall include all out-of-pocket expenses, such as attorneys' and experts' fees, and shall also include the reasonable value of any services rendered by any employees of the Village.

6. Owner warrants and represents to the Village that it is the record title holder of the Subject Property and consents to the recording of the Ordinance against the Subject Property.

NORTHSHORE CAR CENTER, LLC, an Illinois limited liability company

By: _____
Signature

By: DANIEL LUKASZEWICZ / EDWARD HOD
Print Name

Its: MEMBERS

TATIANA GIRLA
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
December 21, 2021

SUBSCRIBED and **SWORN** to before me this 24 day of May, 2018.

ALLEN B. FRAKE TRUST,

By: _____
Signature

By: Allen B. Frake

Its: Trustee

TATIANA GIRLA
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
December 21, 2021

SUBSCRIBED and **SWORN** to before me this 24 day of May, 2018.

Attachment: 1875-1881 Techny - Previously approved Ord. No. 2018-25 (6490 : An Ordinance Approving the Renewal and Transfer of Special

Village of
Northbrook

FORMAL APPLICATION – ZONING & SUBDIVISION RELIEF**

Prior to submitting this formal application, the matter must first be reviewed as a preliminary application by the Village Board of Trustees. If the Board has not yet reviewed your preliminary application, please contact the Department of Development & Planning Services to learn what is required. The following materials are the minimum required for the processing of a formal application by the Village of Northbrook's Plan Commission and Board of Trustees. A public hearing or public meeting for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. If you have questions regarding the completion of this application please contact the Development & Planning Services Department at 847-664-4050.
Applications for zoning relief from the Zoning Board of Appeals must use a different application form.

The initial submittal MUST contain:

- ☐ **8 collated copies of complete sets** of all application materials, including the application form, required attachments, and folded full size plat/plan sheets
- ☐ **1 electronic version (PDF)** of ALL application materials **(refer to application section regarding instructions).**

Applicant Information

Legal Name Daniel Lukaszewicz
Anna Lukaszewicz
Company Northshore Car Care
Address 1881 Techny Road
City, State, Zip Northbrook, IL 60062
Phone No. (224) 415-3916
Email daniel@northshorecarcenter.com

Primary Contact Person

Name Daniel Lukaszewicz
Company Northshore Car Care
Address 1881 Techny Road
City, State, Zip Northbrook, IL 60062
Phone No. (224) 415-3916
Email daniel@northshorecarcenter.com

Consultants *(as applicable)*

Attorney

Name Daniel C. Shapiro
Company Shapiro and Associates Law
Address 618 Academy Drive, Unit B
City, State, Zip Northbrook, IL 60062
Phone No. (312) 763-9640
Email dshapiro@shapirosassociateslaw.com

Architect/Planner

Name N/A
Company
Address
City, State, Zip
Phone No.
Email

Civil Engineer

Name N/A
Company
Address
City, State, Zip
Phone No.
Email

Other

Name N/A
Company
Address
City, State, Zip
Phone No.
Email

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

Village of Northbrook

FORMAL ZONING & SUBDIVISION RELIEF APPLICATION

Property Information *(if more than one parcel is involved in the request please include the information for all parcels)*

Site Location/Address: 1875 and 1881 Techny Road, Northbrook , IL 60062

Property Index Numbers: 04-15-300-040-0000

Size of Property: as per attached survey (square feet/acres)

Size of Building Space, if applicable: as per attached survey (square feet)

Comprehensive Plan Land Use Designation[1]:

Current Zoning: I-1

Current Use of the Property: Automobile repair and body shop

Is any portion of the property within the 100-year floodplain?[1] Yes: _____ No: X

Requested Action(s) *(check all that are applicable)*

- ☐ Comprehensive Plan Amendment
- ☐ Annexation (*separate form required*)
- ☐ Rezoning from _____ to _____
- ☒ Special Permit for parking for automotive repair and body shop and for a detailing center including parking cars outside
- ☒ Renewal of Special Permit Ord. No. 2018-25
- ☐ Amendment to Existing Special Permit Ord. No. _____
- ☐ Site Plan Approval
- ☐ Zoning Code Text Amendment
- ☐ Zoning Variation (in conjunction with other relief) for _____
- ☐ Planned Development - Concept Plan
- ☐ Planned Development - Final Plan
- ☐ Subdivision - Tentative Plat
- ☐ Subdivision - Final Plat
- ☐ Subdivision - Variations/Waiver for _____
- ☐ Exception for _____
- ☒ Other Transfer of Ord. No. 2018-25

☒ Plat of Survey & Parcel Legal Description(s)

Attach the most recent plat of survey of the Subject Property, certified by a registered land surveyor, showing existing lot lines and dimensions, lot area, all easements, all public and private rights-of-way, and all streets across and adjacent to the subject property.

☐ Conformity with Comprehensive Plan

Include a written statement explaining the conformity, or lack of conformity, of the approval being requested to the Village's Official Comprehensive Plan and Official Map. Where the approval being requested does not conform to the Official Comprehensive Plan or Official Map, provide reasons justifying the requested approval.

☒ Surrounding Property Owners Addresses

Please attach the names and mailing addresses of all property owners of record (not tenants) within 250 feet of the property, excluding public rights-of-way, based on current County tax records. See page10 of this document for instructions on how to obtain the addresses.

[1] As found on the Village website www.northbrook.il.us/Government/Departments/Planning/GIS/index.php

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

Site Ownership and Control

Current Property Owner Information

Legal Name: James H. Stauffer, Successor Trustee to the Allen B. Frake Trust
Primary Contact: James H. Stauffer
Address 1855 Techny Road
City, State, Zip Northbrook, IL 60062
Phone No. (847) 624-4505
Email jamproperty20@yahoo.com

Proposed Property Owner Information

Legal Name: _____
Primary Contact: _____
Address _____
City, State, Zip _____
Phone No. _____
Email _____

Attach a copy of a title policy or deed showing current ownership of the property. If property is held in a trust, also include a certified copy of the trust agreement or a simple affidavit (under oath before a notary) as to who are the beneficiaries of the trust. *(Check which document(s) are attached):*

- ☒ Deed
- ☐ Title Policy or Title Commitment ***(Required for Subdivision Applications & Plats of Consolidation Applications)***
- ☐ Certified Copy of Trust Agreement OR a simple Affidavit Identifying Trust Beneficiaries

☒ **Complete Attachment A, listing all individuals/entities that have a beneficial interest in the legal entity that currently owns the property**

☐ **Complete Attachment B, listing all individuals/entities that have a beneficial interest in the legal entity that is proposed to own the property upon receiving necessary approvals.**

Applicants Involvement with the Property

If the Applicant does not own the property, please also provide documentation showing the applicant's interest in the property *(Check which document is attached. The dollar amounts in documents may be blacked-out)*:

- ☐ Owner (see the previous box)
- ☐ Real Estate Contract
- ☒ Lease
- ☐ Other _____

☐ **Complete Attachment C, listing all individuals/entities that have a beneficial interest in the legal entity that is the Applicant.**

Additional Required Attachment(s)

Submit all relevant attachments specified in the below worksheet(s) that correspond with your application request(s) selected on page two of this application; the worksheets can be found on the Village of Northbrook website www.northbrook.il.us., as well as in the Community Planning Department in the Village Hall. *(Check all that are applicable)*

- ☐ Comprehensive Plan Amendment Worksheet
- ☐ Annexation Worksheet
- ☐ Rezoning Worksheet
- ☒ Special Permit Worksheet
- ☐ Site Plan Approval Worksheet
- ☐ Zoning Code Text Amendment Worksheet
- ☐ Zoning Variation Worksheet
- ☐ Planned Development Worksheet- Concept Plan
- ☐ Planned Development Worksheet- Final Plan
- ☐ Subdivision Worksheet – Tentative Plat
- ☐ Subdivision Worksheet - Final Plat
- ☐ Subdivision Worksheet - Variations/Waiver
- ☐ Zoning Exception Worksheet
- ☐ Condominium Conversion Worksheet

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

☐ Plat of Consolidation Worksheet

Filing Fees

All applications require payment of a non-refundable fee, as well as additional funds that are held in escrow to off-set anticipated recoverable expenses. Please attach a check with your application and indicate below the amount of the fee submitted. A copy of the fee schedule is attached to the application form.

$ $300.00 Amount of Non-Refundable Fee

$ $1,500.00 Amount of Escrow

$ $1,800.00 Total Application Fee (Non-Refundable Fee plus Escrow)

The escrow covers such items as Village attorney time (currently billing at approx. $400.00 per hour), public notice expenses, public meetings ($50.00 per mtg), & staff review time. If these expenses exceed the initial escrow deposit, the applicant is responsible for additional payment to the Village prior to completing approval process. If the expenses are less than the escrow deposit, the applicant will be issued a refund.

Northbrook Ethics Code *(potential conflicts of interest)*

On a separate sheet of paper list the name, address, nature, and extent of any current or potential interest that any Village officer or employee may have in, or with respect to the owner, the applicant, or the property. **If none, check here:** X
(For more information, see Sections 2-71 through 2-85 of the Northbrook Municipal Code located on our website, or pick-up a copy of the Northbrook Ethics Code booklet in the Development & Planning Services Department at the Village Hall)

Repeat Application

Has any other application for this property been submitted to the Village and denied within the last two years?
___ yes X no (check one)
If yes, attach a statement of the grounds justifying reconsideration (See Zoning Code Sec. 11-302).

Applicant/Owner Acknowledgments

By execution of this application in the space provided below, the Applicant and Owner(s) do hereby certify, acknowledge, agree and affirm to the Village of Northbrook that:

1. The Village and its representatives have the right, and are hereby granted permission and license, to enter upon the property, and into any structures located thereon, for purposes of conducting any inspections that may be necessary in connection with this application.

2. I (We) have carefully read this application, the Northbrook Zoning Code and Northbrook Subdivision & Development Code and fully understand the terms and provisions of each.

3. I (We) waive any rights to exemption from disclosure under the Illinois Freedom of Information Act of any and all documents and information submitted in connection with this application.

4. I (We), in accordance with the requirements of the Annual Fee Ordinance, the Northbrook Zoning Code and the Northbrook Subdivision & Development Code, agree to pay all applicable filing fees and be responsible for the payment of all reimbursable expenses associated with the processing of this application.

Applicants may attach additional materials or exhibits to this application if necessary or helpful in explaining the relief requested.

Signature of Applicant: Anna Lukaszewicz **Date** 12/10/2022
Print Name & Title: Anna Lukaszewicz - Northshore Car Care, Managing Member
Signatures of Property Owner(s): _____ **Date** 12/10/2022
Print Name & Title: James H. Stauffer, Successor Trustee to the Allen B. Frake Trust **Property Address:** 1875 Techny Road Northbrook, IL 60062
****If more than one applicant or property owner, please copy this page and have additional applicants/property owners sign form.**

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

☐ Plat of Consolidation Worksheet

Filing Fees

All applications require payment of a non-refundable fee, as well as additional funds that are held in escrow to off-set anticipated recoverable expenses. Please attach a check with your application and indicate below the amount of the fee submitted. A copy of the fee schedule is attached to the application form.

$ $300.00 Amount of Non-Refundable Fee

$ $1,500.00 Amount of Escrow

$ $1,800.00 Total Application Fee (Non-Refundable Fee plus Escrow)

The escrow covers such items as Village attorney time (currently billing at approx. $400.00 per hour), public notice expenses, public meetings ($50.00 per mtg), & staff review time. If these expenses exceed the initial escrow deposit, the applicant is responsible for additional payment to the Village prior to completing approval process. If the expenses are less than the escrow deposit, the applicant will be issued a refund.

Northbrook Ethics Code *(potential conflicts of interest)*
On a separate sheet of paper list the name, address, nature, and extent of any current or potential interest that any Village officer or employee may have in, or with respect to the owner, the applicant, or the property. **If none, check here:** X
(For more information, see Sections 2-71 through 2-85 of the Northbrook Municipal Code located on our website, or pick-up a copy of the Northbrook Ethics Code booklet in the Development & Planning Services Department at the Village Hall)

Repeat Application

Has any other application for this property been submitted to the Village and denied within the last two years?
___ yes X no (check one)
If yes, attach a statement of the grounds justifying reconsideration (See Zoning Code Sec. 11-302).

Applicant/Owner Acknowledgments

By execution of this application in the space provided below, the Applicant and Owner(s) do hereby certify, acknowledge, agree and affirm to the Village of Northbrook that:

1. The Village and its representatives have the right, and are hereby granted permission and license, to enter upon the property, and into any structures located thereon, for purposes of conducting any inspections that may be necessary in connection with this application.

2. I (We) have carefully read this application, the Northbrook Zoning Code and Northbrook Subdivision & Development Code and fully understand the terms and provisions of each.

3. I (We) waive any rights to exemption from disclosure under the Illinois Freedom of Information Act of any and all documents and information submitted in connection with this application.

4. I (We), in accordance with the requirements of the Annual Fee Ordinance, the Northbrook Zoning Code and the Northbrook Subdivision & Development Code, agree to pay all applicable filing fees and be responsible for the payment of all reimbursable expenses associated with the processing of this application.

Applicants may attach additional materials or exhibits to this application if necessary or helpful in explaining the relief requested.

Signature of Applicant: _____ **Date** 12/10/2022
Print Name & Title: Daniel Lukaszewicz - Northshore Car Care, Managing Member

Signatures of Property Owner(s): _____ **Date** 12/10/2022
Print Name & Title: James H. Stauffer, Successor Trustee to the Allen B. Frake Trust **Property Address:** 1875 Techny Road Northbrook, IL 60062

****If more than one applicant or property owner, please copy this page and have additional applicants/property owners sign form.**

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

Note: Village review and approval of rezoning, special permit, and subdivision applications may be dependent upon the Applicant first receiving necessary approvals from State and County regulatory agencies such as, but not limited to, the Illinois Department of Transportation, Illinois Environmental Protection Agency, the Metropolitan Water Reclamation District of Greater Chicago, & the Cook County Highway Department.

ATTACHMENT A: Current Property Owner – Beneficial Interest

Please check which of the following describes the current property owner's beneficial interest in the property and complete this sheet as instructed for each type of beneficial interest:

☐ Corporation	If **current property owner** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
☐ Partnership or LLC	If **current property owner** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
☒ Trust	If **current property owner** is a trust, please provide the trust number N/A and name and address of the Trustee James H. Stauffer, Successor Trustee to the Allen B. Frake Trust, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **current property owner** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: James H. Stauffer, Successor Trustee

Address: 1855 Techny Road
Northbrook, IL 60062

Ownership or Trust Interest: 100 %

Name:

Address:

Ownership or Trust Interest: %

Name:

Address:

Ownership or Trust Interest: %

Name:

Address:

Ownership or Trust Interest: %

Name:

Address:

Ownership or Trust Interest: %

Name:

Address:

Ownership or Trust Interest: %

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

ATTACHMENT B - Proposed Property Owner – Beneficial Interest

Please check which of the following describes the proposed property owner's beneficial interest in the property and complete this sheet as instructed for each type of beneficial interest:

☐ Corporation	If the **proposed property owner** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
☐ Partnership or LLC	If **proposed property owner** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
☐ Trust	If **proposed property owner** is a trust, please provide the trust number _____ and name and address of the Trustee _____ _____, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **proposed property owner** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

ATTACHMENT C - Applicant – Beneficial Interest

Please check which of the following describes the beneficial interest in the legal entity that is the applicant and complete this sheet as instructed for each type of beneficial interest:

☐ Corporation	If **applicant** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
☒ Partnership or LLC	If **applicant** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
☐ Trust	If the **applicant** is a trust, please provide the trust number _____ and name and address of the Trustee _____ _____, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **applicant** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: Daniel Lukaszewicz

Address: 1881 Techny Road
Northbrook, IL 60062

Ownership or Trust Interest: 1 %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: Anna Lukaszewicz

Address: 1881 Techny Road
Northbrook, IL 60062

Ownership or Trust Interest: 99 %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

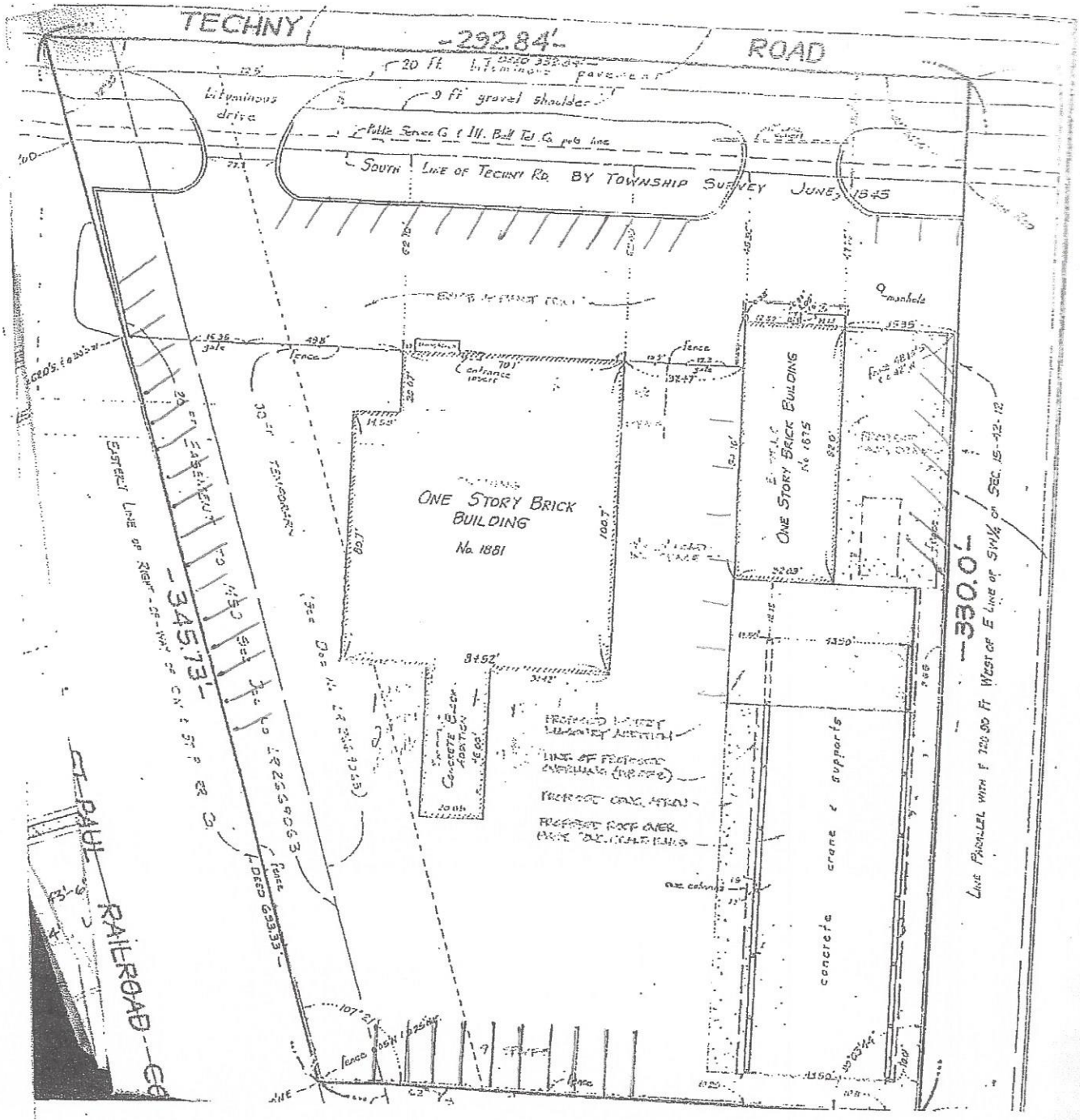
Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881



Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

PIN	Address	Mailing Address	Owner's Name	Municipality	Land SqFt	Land Value	Building SqFt	Building Value	Total Value	Class	Construction	Age	Township	Neighborhood	Tax Year	Value Descriptio
04-15-300-024-0000	805 HUBER LN	1855 TECHNY RD NORTHBROOK, IL 60062	ALLEN B FRAKE TRUST	GLENVIEW	87120	73508	0	201154	274662	593	N/A	60	Northfield	160	2022	CCAOVALUE
04-15-300-046-0000	1915 TECHNY RD	1915 TECHNY RD NORTHBROOK, IL 60062	INDAK MFG CORP	NORTHBROOK	318376	537261	0	800767	1338028	593	N/A	59	Northfield	160	2022	CCAOVALUE
04-15-300-034-0000	805 HUBER LN	1855 TECHNY RD NORTHBROOK, IL 60062	ALLEN B FRAKE TRUST	GLENVIEW	36582	73166	0	55452	128618	522	N/A	63	Northfield	160	2022	CCAOVALUE
04-15-101-022-0000	1838 TECHNY RD	970 VILLA STREET ELGIN, IL 60120	A K SUKHUMVIT ASSETS	NORTHBROOK	32879	55487	0	88444	143931	593	N/A	36	Northfield	160	2022	CCAOVALUE
04-15-300-037-0000	2265 CARLSON DR	Information could not be retrieved for the specified PIN or address. Please search again.		NORTHBROOK	0	0	0	0	0	RR	N/A	0	Northfield	160	2022	CCAOVALUE
04-15-300-025-0000	1665 TECHNY RD	1855 TECHNY RD NORTHBROOK, IL 60062	ALLEN B FRAKE TRUST	NORTHBROOK	62635	28499	1860	28500	56999	204	Masonry	68	Northfield	160	2022	CCAOVALUE
04-15-101-012-0000	1888 TECHNY RD	970 VILLA STREET ELGIN, IL 60120	A K SUKHUMVIT ASSETS	NORTHBROOK	106722	180094	0	278871	458965	593	N/A	37	Northfield	160	2022	CCAOVALUE
04-15-300-047-6001	1901 TECHNY RD	Information could not be retrieved for the specified PIN or address. Please search again.		NORTHBROOK	0	3936	0	2555	6491	RR	N/A	0	Northfield	160	2022	CCAOVALUE
04-15-300-033-0000	805 HUBER LN	1855 TECHNY RD NORTHBROOK, IL 60062	ALLEN B FRAKE TRUST	GLENVIEW	25047	53225	0	36523	89748	593	N/A	73	Northfield	160	2022	CCAOVALUE
04-15-103-052-0000	1896 KINGSLEY CI	400 E. DIEHL ROAD, SUI NAPERVILLE, IL 60563	M/I HOMES OF CHICAGO	NORTHBROOK	240930	2	0	0	2	100	N/A	0	Northfield	160	2022	CCAOVALUE
04-15-500-002-0000	1836 STANLEY ST	1836 STANLEY ST NORTHBROOK, IL 60062-5322	Name Unavailable	NORTHBROOK	0	0	0	0	0	EX	N/A	0	Northfield	999	2022	CCAOVALUE
04-15-101-025-0000	1800 TECHNY RD	1800 TECHNY RD NORTHBROOK 60062	Name Unavailable	NORTHBROOK	0	0	0	0	0	EX	N/A	0	Northfield	160	2022	CCAOVALUE
04-15-500-001-0000	1881 TECHNY RD	1881 TECHNY RD NORTHBROOK 60062	Name Unavailable	NORTHBROOK	0	0	0	0	0	EX	N/A	0	Northfield	999	2022	CCAOVALUE
04-15-300-042-0000	1875 TECHNY RD	1869 TECHNY RD NORTHBROOK, IL 60062	MOORE LANDSCAPES TNC	NORTHBROOK	65279	81599	0	78992	160591	597	N/A	0	Northfield	160	2022	CCAOVALUE
04-15-300-041-0000	111 TECHNY RD	1869 TECHNY RD NORTHBROOK, IL 60062	MOORE LANDSCAPES TNC	NORTHBROOK	85813	107266	0	172582	279848	593	N/A	46	Northfield	160	2022	CCAOVALUE
04-15-300-040-0000	1881 TECHNY RD	1855 TECHNY RD NORTHBROOK, IL 60062	ALLEN B FRAKE TRUST	NORTHBROOK	82328	164656	0	427066	591722	522	N/A	28	Northfield	160	2022	CCAOVALUE
04-15-100-008-0000	1908 TECHNY RD	Information could not be retrieved for the specified PIN or address. Please search again.		NORTHBROOK	0	0	0	0	0	RR	N/A	0	Northfield	160	2022	CCAOVALUE

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and

Archived: Tuesday, January 10, 2023 3:16:44 PM
From: Dan Shapiro
Sent: Friday, December 30, 2022 8:10:38 AM
To: Pandey, Swati
Cc: Kohlstedt, Michaela; Anna Socha
Subject: RE: 1875 - 1881 Techny - Northshore Car Care
Response requested: Yes
Importance: Normal
Attachments:
Site Plan.pdf

Good morning

In response to your 12/27/23 email please note the following:

- The letter and the ordinance response document lists hours of operation that do not match with the hours listed on the approved ordinance. Please revise both these documents attached . Thank you for bringing this to our attention. The applicant seeks hours of operation as listed in the approved ordinance.
- Is this a single tenant property occupying both buildings? Yes.
- Please confirm the outdoor automobile storage area on the site plan. Marked in blue. See attached.

Please let me know if you have any questions. Have a safe and happy new year!

Daniel C. Shapiro
Shapiro & Associates Law
618 Academy Drive, Unit B
Northbrook, IL 60062
Phone: 312.763.9640
Fax: 312.763.9641
dshapiro@shapiroassociateslaw.com
www.ShapiroAssociatesLaw.com

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

SHAPIRO & ASSOCIATES LAW

618 Academy Drive, Unit B | Northbrook, IL 6006

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

December 5, 2022

Swati Pandey, AICP
Senior Planner of Development & Planning Services
Village of Northbrook
1225 Cedar Lane
Northbrook, Illinois 60062

Re: Request for special use renewal: 1875–1881 Techny Road, Northbrook, Il.

Dear Ms. Pandey:

Please be advised that our law firm represents Black Onion LLC d/b/a Northshore Car Care in reference to its application for a renewal and extension for a special use permit. As you know, Ordinance 2018-25 (the "Ordinance") expires at the end of the year, which is when the then current lease was due to expire. Among the materials we are submitting with this application are:

- Articles of Organization for Northshore Car Center LLC as in the initial formal application submitted (Daniel Lukaszewicz and Edward Kodryan);
- Articles of Organization for Black Onion LLC d/b/a Northshore Car Care (Daniel Lukaszewicz and Anna Lukaszewicz);
- Application to Adopt an Assumed Name (Form LLC-1.20);
- Articles of Amendment (Form LLC-5.25); and
- current lease.

In essence the only thing different from previously is that Daniel Lukaszewicz and Anna Lukaszewicz are the managers of the LLC whereas it was previously managed by Daniel Lukaszewicz and Edward Kodryan. To be clear the operations, site plan and business will remain unchanged from prior years.

By way of background, the Subject Property is located on the south side of Techny Road, east of the railroad right-of-way; and is zoned I-1 Restricted Industrial District. The Comprehensive Plan's Future Land Use designation is Industrial and Commercial. There is no flood plain on the Subject Property.

The Applicant is proposing an extension/renewal of its special use permit for an automotive repair business in the eastern building, and an automotive detailing facility with indoor vehicle storage in the western building. All vehicles to be serviced will be parked outdoors in a gated area located at the northeast corner of the eastern building and will be screened by the existing chain link fence which will have slats inserted into the fence.

The interior of the 1875 Techny building will contain eight service bays, as well as some office space. The 1881 building will continue to be used for detailing services. The hours of operation will continue as:

- Monday through Friday 8:00 AM to 5:30 PM;
- Saturday 8:00 AM to 1:00 PM; and
- Sunday 9:00 AM to 4:00 PM for handwashing and detailing only.

We appreciate the Village's consideration. Kindly let me know if you have any questions.

Yours truly,



Daniel C. Shapiro

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

GEORGE E. COLE® No. 1990-REC
LEGAL FORMS

DEED IN TRUST
(ILLINOIS)

CAUTION: Consult a lawyer before using or acting under this form. *Neither the publisher nor the seller of this form makes any warranty with respect thereto, including any warranty of merchantability or fitness for a particular purpose.*

Doc#: 1035156044 Fee: $40.00
Eugene "Gene" Moore RHSP Fee:$10.00
Cook County Recorder of Deeds
Date: 12/17/2010 03:16 PM Pg: 1 of 3

THE GRANTOR, ALLEN B. FRAKE, a Widower and not remarried, of the County of Cook and State of Illinois for and in consideration of Ten ($10.00) _____ DOLLARS, and other good and valuable considerations in hand paid, Conveys _____ and (WARRANT _____/QUIT CLAIMS _____)* unto ALLEN B. FRAKE, as Trustee of the ALLEN B. FRAKE TRUST, dated February 5th, 2010, and to each and every successor trustee under said instrument the following described real property located in the County of Cook and State of Illinois:

The North 330 feet of Lot 18 (except the East 720.90 feet) in Assessor's Division of Section 15 Township 42 North, Range 12 East of the Third Principal Meridian, in Cook County, Illinois.

Permanent Real Estate Index Number(s): 04-15-300-040-0000

Address(es) of real estate: 1865 Techny Road, Northbrook, Illinois 60062

TO HAVE AND TO HOLD the said premises with the appurtenances upon the trusts and for the uses and purposes herein and in said trust agreement set forth.

Full power and authority are hereby granted to said trustee to improve, manage, protect and subdivide said premises or any part thereof: to dedicate parks, street, highways or alleys; to vacate any subdivision or part thereof, and to resubdivide said property as often as desired; to contract to sell; to grant options to purchase; to sell on any terms; to convey either with or without consideration; to convey said premises or any part thereof to a successor or successors in trust and to grant to such successor or successors in trust all of the title, estate, powers and authorities vested in said trustee; to donate, to dedicate, to mortgage, pledge or otherwise encumber said property, or any part thereof; to lease said property, or any part thereof, from time to time, in possession or reversion, by leases to commence in praesenti or in futuro, and upon any terms and for any period or periods of time, not exceeding in the case of any single demise the term of 198 years, and to renew or extend leases upon any terms and for any period or periods of time and to amend, change or modify leases and the terms and provisions thereof at any time or times hereafter; to contract to make leases and to grant options to lease and options to renew leases and options to purchase the whole or any part of the reversion and to contract respecting the manner of fixing the amount of present or future rentals; to partition or to exchange said property, or any part thereof, for other real or personal property; to grant easements or charges of any kind; to release, convey or assign any right, title or interest in or about or easement appurtenant to said premises or any part thereof; and to deal with said property and every part thereof in all other ways and for such other considerations as it would be lawful for any person owning the same to deal with the same, whether similar to or different from the ways above specified, at any time or times hereafter.

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In no case shall any party dealing with said trustee in relation to said premises, or to whom said premises or any part thereof shall be conveyed, contracted to be sold, leased or mortgaged by said trustee, be obliged to see to the application of any purchase money, rent, or money borrowed or advanced on said premises, or be obliged to see that the terms of this trust have been complied with, or be obliged to inquire into the necessity or expediency of any act of said trustee, or be obliged or privileged to inquire into any of the terms of said trust agreement; and every deed, trust deed, mortgage, lease or other instrument executed by said trustee in relation to said real estate shall be conclusive evidence in favor of every person relying upon or claiming under any such conveyance, lease or other instrument, (a) that at the time of the delivery thereof the trust created by this Indenture and by said trust agreement was in full force and effect; (b) that such conveyance or other instrument was executed in accordance with the trusts, conditions and limitations contained in this Indenture and in said trust agreement or in some amendment thereof and binding upon all beneficiaries thereunder; (c) that said trustee was duly authorized and empowered to execute and deliver every such deed, trust deed, lease, mortgage or other instrument; and (d) if the conveyance is made to a successor or successors in trust, that such successor or successors in trust have been properly appointed and are fully vested with all the title, estate, rigths, powers, authorities, duties and obligations of its, his or their predecessor in trust.

The interest of each and every beneficiary hereunder and of all persons claiming under them or any of them shall be only in the earnings avails and proceeds arising from the sale or other d spositon of said real estate, and such interest is hereby declared to be personal property, and no beneficiary hereunder shall have any title or interest, legal or equitable, in or to said real estate as such, but only an interest in the earnings, avails and proceeds thereof as aforesaid.

If the title to any of the the above lands is now or hereafter registered, the Registrar of Titles is hereby directed not to register or note in the certificate of title or duplicate thereof, or memorial, the words "in trust," or "upon condition," or "with limitations," or words of similar import, in accordance with the statute in such case made and provided.

And the said grantor does hereby expressly waive ____ and release ____ any and all right or benefit under and by virtue of any and all statutes of the State of Illinois, providing for the exemption of homesteads from sale on execution or otherwise.

In Witness Whereof, the grantor ____ aforesaid has ____ hereunto set his hand ____ and seal ____ this 30th day of March, 2010.

Allen B. Frake (SEAL) _____ (SEAL)

ALLEN B. FRAKE

State of Illinois, County of Cook ss.

OFFICIAL SEAL
LOUIS G HECTOR
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 9/02/2011

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY that ALLEN B. FRAKE, a widower and not remarried,

personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person, and acknowledged that he signed, sealed and delivered the said instrument as his free and voluntary act, for the uses and purposes therein set forth, including the release and waiver of the right of homestead.

IMPRESS SEAL HERE

Given under my hand and official seal, this 30th day of March 2010

Commission expires Sept. 2nd. 2011.

Louis G. Hector
NOTARY PUBLIC

This instrument was prepared by LOUIS G. HECTOR, Attorney at Law, 336 Sheridan Road, Wilmette, Il 60091
(Name and Address)

*USE WARRANT OR QUIT CLAIM AS PARTIES DESIRE

MAIL TO: LOUIS G. HECTOR, Attorney at Law (Name)
336 Sheridan Road (Address)
Wilmette, Illinois 60091 (City, State and Zip)

OR RECORDER'S OFFICE BOX NO. ____

SEND SUBSEQUENT TAX BILLS TO:
ALLEN G. FRAKE (Name)
805 Huber Lane (Address)
Glenview, Illinois 60025 (City, State and Zip)

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

STATEMENT BY GRANTOR AND GRANTEE

The Grantor or his Agent affirms that, to the best of his knowledge, the name of the Grantee shown on the Deed or Assignment of Beneficial Interest in a land trust is either a natural person, an Illinois corporation or foreign corporation authorized to do business or acquire and hold title to real estate in Illinois, a partnership authorized to do business or acquire and hold title to real estate in Illinois, or other entity recognized as a person and authorized to do business or acquire title to real estate under the laws of the State of Illinois.

Dated March 30th, 2010

Signature: Allen B. Drake
GRANTOR - INDIVIDUAL

Subscribed and sworn to before me
by the said Grantor
this 30th day of March, 2010
Notary Public Louis G. Hector
Louis G. Hector

OFFICIAL SEAL
LOUIS G HECTOR
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 9/02/2011

The Grantee or his Agent affirms and verifies that the name of the Grantee shown on the Deed or Assignment of Beneficial Interest in a land trust is either a natural person, an Illinois corporation or foreign corporation authorized to do business or acquire and hold title to real estate in Illinois, a partnership authorized to do business or acquire and hold title to real estate in Illinois, or other entity recognized as a person and authorized to do business or acquire and hold title to real estate under the laws of the State of Illinois.

Dated March 30th, 20 10

Signature: Allen B. Drake
GRANTEE - TRUSTEE

Subscribed and sworn to before me
by the said Grantee
this 30th day of Grantee, 2010
Notary Public Louis G. Hector
Louis G. Hector

OFFICIAL SEAL
LOUIS G HECTOR
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 9/02/2011

Note: Any person who knowingly submits a false statement concerning the identity of a Grantee shall be guilty of a Class C misdemeanor for the first offense and of a Class A misdemeanor for subsequent offenses.

(Attached to Deed or ABI to be recorded in Cook County, Illinois, if exempt under the provisions of Section 4 of the Illinois Real Estate Transfer Tax Act.)

Revised 10/02-cp

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SECOND AMENDMENT TO

THE ALLEN B. FRAKE TRUST

DATED MAY 17TH, 2010

I, ALLEN B. FRAKE, of Glenview, Illinois, having heretofore created and executed the ALLEN B. FRAKE TRUST, dated February 5th, 2010, and the First Amendment thereto, dated February 26th, 2010, and now desiring to make certain changes, deletions, modifications and further amendments in the ALLEN B. FRAKE TRUST, do hereby change, modify, and amend that instrument, as follows:

I

I hereby delete Article 5, entitled: "Gary's Separate Trust," of the ALLEN B. FRAKE TRUST, dated February 5th, 2010, in its entirety, and I make no provision to substitute another Article 5 in place of that hereby deleted.

II

I hereby delete Section 8.4 (a) of Article 8, entitled "Trustee Succession," of the ALLEN B. FRAKE TRUST, DATED February 5th, 2010, in its entirety, and in place thereof, I substitute the following trustee designations; those persons named to serve as Successor Trustee unless unable or unwilling to do so in the following order of preference:

(1) My good friend, JAMES H. STAUFFER

(2) My brother, EDWARD M. FRAKE

(3) My good friend, WAYNE R. STAUFFER

and declare the foregoing to constitute Article 8, section 8.4 (a), as changed, modified and amended.

I hereby ratify and confirm the ALLEN B. FRAKE TRUST, DATED February 5th, 2010, and the First Amendment thereto, dated February 26th, 2010, except insofar as the said ALLEN B. FRAKE TRUST has been changed, modified or amended, pursuant to the provisions of this Second Amendment, and I hereby declare that the ALLEN B. FRAKE TRUST dated February 5th, 2010, the First Amendment thereto, dated February

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26th, 2010, and this Second Amendment, dated May 17th, 2010, are to be construed as if the ALLEN B. FRAKE TRUST, dated February 5th, 2010, had been drawn, prepared and executed as changed, modified and amended by the First and Second Amendments thereto.

Allen B. Frake
ALLEN B. FRAKE

The Trustee has read this Amendment and agrees to be bound by its terms and conditions.

Allen B. Frake

WITNESSES:

Agnes T. Kashian 1507 Lake Ave, Wilmette, IL 60091

Sylvia Kay 744 - 11th Street Wilmette, IL 60091

STATE OF ILLINOIS)
)
COUNTY OF C O O K)

I, LOUIS G. HECTOR, a Notary Public in and for the County and State aforesaid, do hereby certify that ALLEN B. FRAKE, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that he signed and delivered the said instrument as his free and voluntary act, for the uses and purposes therein set forth.

GIVEN under my hand and official seal, this 17th day of May, 2010.

Louis G Hector
Notary Public

My Commission expires Sept. 2, 2011.

OFFICIAL SEAL
LOUIS G HECTOR
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 9/02/2011

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COMMERCIAL LEASE

THIS LEASE is made as of the **29th.** day of **September 2022**, between **James H. Stauffer, as Successor Trustee of the Allen B. Frake Living Trust Dated 02/05/2010** ("Landlord"), and **Black Onion LLC the Illinois Limited Liability Company** ("Tenant").

ARTICLE I

BASIC PROVISIONS

A: Tenant's Trade Name: BLACK ONION LLC dba Northshore Car Care

B: Premises: 10,691squuare feet of rentable space located at 1875 Techny Road, Northbrook, IL 60062

C: Commencement Date: October 1st. 2022

D: Expiration Date: October 1st 2027 10.01.2027

E: Permitted Use: Tenant shall operate an auto repair body shop and service bay

F: Rent Amount: $9000 FIRST YEAR (SEE TABLE)

G: Guarantors: Daniel Lukaszewicz & Anna Lukaszewicz

H: Rent Payment Address: Tenant shall forward all Rent and insurance certificates to Landlord at the following address:
Allen B. Frake Trust 1855 Techny Road, Northbrook, IL 60062

ARTICLE II

PREMISES, TERM AND COMMENCEMENT DATE

A. Landlord hereby leases to Tenant and Tenant hereby leases from Landlord the Premises for a term ("Term") commencing on the Commencement Date and ending on Expiration Date set forth in Article I, unless sooner terminated as provided herein, subject to the provisions herein contained. Landlord and Tenant shall confirm in writing any adjustment to the Commencement Date hereunder upon written request by either party.

B. Landlord will permit Tenant, its agents, suppliers, contractors, and workmen to enter the Premises after the execution of the Lease, and upon the vacancy of the Premises, for the purpose of making Tenant improvements and making the Premises ready for Tenant's occupancy.

A.L. J

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ARTICLE III

RENT

A. Tenant shall pay Landlord the monthly Minimum Rent set forth in Article I in advance on or before the 15th. (fifteen) day of each calendar month during the term.

ARTICLE IV

USE AND OPERATING REQUIREMENTS

A. Use; Compliance with Laws. Tenant shall use the Premises for the purposes specified in Article I (and Tenant shall use the Premises for all the purposes specified therein), and for no other purpose whatsoever, subject to and in compliance with all other provisions of this Lease. Tenant shall comply with all Laws relating to the premises and Tenants' use thereof, including without limitation, Laws requiring the Premises to be closed on Sunday, if any or any other days or hours, health, safety and building codes, and any permit or license requirements. Landlord makes no representation that the Premises are suitable for Tenant's purposes.

B. Required Operations. Tenant shall always conduct its business in a first-class professional and business-like manner consistent with reputable business standards and practices, and such that a high reputation of the Site is developed and enhanced.

ARTICLE V

UTILITIES

A. Utilities Provided by Tenant. Tenant shall: (i) make application in Tenant's own name for all utilities, (ii) comply with all utility company regulations for such utilities including requirements for the installation of meters and (iii) obtain such utilities directly from and pay for the same when due directly to the applicable utility company. The term "utilities" for purposes hereof shall include but not be limited to electricity, gas waler. sewer. steam, fire protection, trash removal, telephone and other communication and alarm services, HVAC, and all taxes or other charges thereon. Tenant shall install and connect all equipment and lines required lo supply such utilities to the extent not already available at or serving the Premises or at Landlord's option shall repair, alter or replace any such existing items. Tenant shall maintain, repair and replace all such items operate the same, and keep the same in good working order and condition. Tenant shall not install any equipment or fixture, or use the same, to exceed the safe and lawful capacity of any utility equipment or lines serving the same.

B. Interruptions. Landlord does not represent that any utilities will be free from shortages. failures, variations, or interruptions caused by repairs, maintenance, replacements. improvements, alterations, changes of service, strikes. lockouts, labor controversies, accidents, inability to obtain services, fuel, steam. water or

A. A. DC

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supplies, governmental requirements or requests, or other causes. None of the same shall be deemed an eviction or disturbance of Tenant's use and possession of the Premises or any part thereof or render Landlord liable to Tenant for abatement of Rent. or relieve Tenant from performance of Tenant's obligations under this Lease. Landlord in no event shall be liable for damages by reason of such shortage, failure, variation, or interruption, including without limitation, loss of profits, business interruption or other incidental or consequential I damage.

ARTICLE VI

MAINTENACE AND REPAIRS OF PREMISES

A. Tenant Maintenance and Repairs. Tenant shall keep the Premises in good working order, repair and condition (which condition shall also be clean, sanitary, sightly and free of pests and rodents, and which repairs shall include necessary replacements and capital expenditures and compliance with all Laws now or hereafter adopted), at Tenant's own expense except to the extent provided to the contrary in Article 14 respecting casualty damage. Tenant's obligations hereunder shall include but not be limited to trade fixtures and equipment. other fixtures and equipment located in or serving the Premises, HVAC systems, grease traps, ceilings, walls (including removal of graffiti from exterior walls). storefront, entrances, signs, interior decorations, floorcoverings, wallcoverings, entry and interior doors, exterior and interior glass. plumbing fixtures, light fixtures and bulbs. keys and locks, fire extinguishers and fire protection systems, and equipment and lines for water. Sewer, electrical. gas, steam, sprinkler and mechanical facilities, and other Systems and equipment which serve the Premises exclusively whether located within or outside the Premises, and all alterations and improvements to the Premises whether installed by Landlord or Tenant.

B. Landlord Maintenance and Repairs. Landlord shall keep the roof above foundation. structural portions of exterior walls, and structural portions of the Premises in good working order and repair, provided that Tenant shall give Landlord reasonable prior notice of the necessity for such repairs, and further provided that any damage thereto shall not have been caused by any act or omission of, or violation of this Lease by Tenant or any other occupant of the Premises or any of their employees, agents, invitees or contractors in which event Landlord may perform or require that Tenant perform such repairs as provided above (without limiting Landlord's other remedies therefore), at Tenant's own cost and expense. Notwithstanding anything stated above or elsewhere in this Lease, the Landlord shall provide snow removal. landscaping and parking lot maintenance and repair to the Premises.

ARTICLE VII

COMMON AREAS

A. Landlord shall establish and designa1c such common areas, if any, as hereinafter defined ("Common Areas"), as may be required for the use and operation of the Premises by the Tenant, and their respective customers. employees and invitees on a nonexclusive basis. Common Areas is defined as those areas of the Premises and the Site which are used for ingress and egress from all entrances and exits room the Premises and all restrooms in the Premises.

A.L. DL

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ARTICLE VIII

INSURANCE AND SUBROGATION

A. Required Insurance. Prior to operating under the permitted use, Tenant shall maintain during the Term: commercial general liability insurance, with a contractual liability endorsement covering Tenant's indemnity obligations under this Lease, and with limits of not less than $1,000,000 combined single limit for personal injury, bodily injury or death, or property damage or destruction (including loss of use thereof per occurrence. All insurance required hereunder shall be provided by responsible insurers rated at least A and 10 in the then current edition of Best's insurance Guide and shall be licensed in the State in which the Site is located. Tenant's property damage insurance shall include full replacement cost coverage and the amount shall satisfy any co-insurance requirements under the applicable policy. Tenant's insurance shall be primary, and any insurance maintained by Landlord, or any other additional insureds hereunder shall he excess and non-contributory. Landlord shall have the right to reasonably increase the amount or expand the scope of insurance to be maintained by Tenant.

B. Certificates, Subrogation and Other Matters. Tenant shall provide Landlord with certificates evidencing the coverage required hereunder. Tenant shall provide such certificates prior to the Commencement Date or Tenant's possession of the Premises or construction of improvements therein (whichever first occurs). Tenant shall provide renewal certificates to Landlord at least thirty (30) days prior to expiration of such policies. Such certifications shall state that the coverage may not be changed or cancelled without at least thirty (30) days prior written notice to Landlord. The parties mutually hereby waive all rights and claims against each other for all losses covered by their respective insurance policies and waive all rights of subrogation of their respective insurers. The parties agree that their respective insurance policies are now or shall be endorsed so that such waivers of subrogation shall not affect their respective rights to recover thereunder.

ARTICLE IX

CASUALITY DAMAGES

A. Restoration by Landlord. ff the Premises shall be damaged by fire or other casualty, Landlord shall use available insurance proceeds to repair the Premises, except that Landlord shall not be required to repair or replace any of Tenant's or Tenant's sub-tenant's furniture, furnishings, fixtures or equipment, or any alterations or improvements. and Landlord's obligations shall be subject to any governmental requirements or requirements of any Lender and such Lender right to control, apply or withhold such insurance proceeds. Landlord shall not be liable for any inconvenience or annoyance to Tenant or its visitors, or injury to Tenant's business resulting in any way from such damage or the repair thereof.

B. Restoration by Tenant. If Landlord repairs the Premises as provided herein, Tenant shall repair and replace Tenant's Work, all items required to be insured by Tenant hereunder, and all other items required to restore the Premises to the condition required under this Lease. Tenant shall commence such work within ten (30) days following substantial completion by Landlord of any repairs required by Landlord hereunder and shall proceed diligently therewith to completion.

A.K.

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ARTICLE X

CONDEMNATION

A. If at least 25% of the rentable area of the Premises shall be taken by power or eminent domain or condemned by a competent autho111y or by conveyance in lieu thereof for public or quasi-public use ("Condemnation"), including any temporary taking for a period or one year or longer this Lease shall terminate on the date possession for such use is so taken. If: (i) less than 25o/o of the Premises is taken, but the taking includes a material portion of the Site or of the portion thereof owned or ground leased by Landlord or (ii) the taking is temporary and will be in effect for less than one year. but more than thi11y (30) days then in either such event. Landlord may elect to terminate this Lease upon at least thirty (30) days' prior written notice to Tenant. The parties fu11her agree that: (a) if this Lease is terminated, all Rent shall be apportioned as of the date of such termination or the date of such taking, whichever shall first occur, (b) if the taking is temporary, Rem shall be abated for the period of the taking (but the Term shall not be extended thereby), and (c) if 1his Lease is not terminated. but any part of the Premises is taken the Minimum Rent shall be proportionately abated based on the square footage of the Premises so taken. Landlord shall be entitled to receive the entire award or payment in connection with such Condemnation and Tenant hereby assigns to Landlord any interest therein for the value of Tenant's unexpired leasehold estate or any other claim and waives any right to participate therein, except that Tenant shall have the right to file any separate claim available to Tenant for moving expenses and any taking of Tenant's personal property, provided such award is separately payable to Tenant and does not diminish the award available to Landlord or any Lender. In addition, Landlord represents to Tenant that as of the date of the execution of1hc Lease. Landlord has not received any notice and does not know of an eminent domain action by any governmental body, depar1me111 or agency against the subject premises or any po11ion of said subject premises.

ARTICLE XI

SAFETY AND SECURITY DEVISES, SERVICES AND PROGRAMS

A. Landlord shall have no obligation to provide any safety or security devices, services or programs for Tenant or the Site and shall have no liability for failure to provide the same or for inadequacy of any measures provided. However, Landlord may institute or continue such safety or security devices, services and programs as Landlord in its sole discretion deems necessary. The costs and expenses of instituting and maintaining such devices, services and programs shall be borne by Tenant as a separate, additional charge. The parties acknowledge that safety and security devices, services and programs provided by Landlord, if any, while intended to deter crime and enhance safety, may not in given instances prevent theft or other injurious acts or ensure safety of parties or property. The risk that any safety or security device, service or program may not be effective, or may malfunction, or be circumvented. is assumed by Tenant with respect to Tenant's property and interests and the property and interest of its sub-tenants, and Tenant shall obtain insurance coverage to the extent Tenant desires protection against such acts and other losses. Tenant agrees to cooperate in any safety or security program developed by Landlord or required by Law.

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ARTICLE XII

CAPTIONS AND SEVERABILITY

A. The captions of the A1iicles and Paragraphs of this Lease are for convenience of reference only and shall not be considered or referred to in resolving questions of interpretation. If any term or provision of this Lease or portion thereof shall be found invalid, void, illegal, or unenforceable generally or with respect to any particular party. by a court of competent jurisdiction, it shall I not affect, impair or invalidate any other terms or provisions or the remaining portion thereof, or its enforceability with respect to any other party.

ARTICLE XIII

SECURITY DEPOSIT

A. The amount of first rental rate payment shall serve the purpose of security deposit for the performance of Tenant's obligations under this Lease, including without limitation the surrender of possession of the Real Property to Landlord as herein provided. If Landlord applies any part of the deposit to cure any default of Tenant, Tenant shall on demand deposit with Lessor the amount so applied so that Landlord shall have the full deposit on hand at all times during the term of this Lease, if not otherwise agreed.

ARTICLE XIV

NO WAIVER

A. No provision of this Lease will be deemed waived by either party unless expressly waived in writing signed by the waiving party. No waiver shall be implied by delay or any other act or omission of either party. No waiver by either party of any provision of this Lease shall be deemed a waiver of such provision with respect to any subsequent matter relating to such provision and Landlord's consent respecting any action by Tenant shall not constitute a waiver of the requirement for obtaining Landlord's consent respecting any subsequent action. Acceptance of Rent by Landlord shall not constitute a waiver of any breach by Tenant of any term or provision of this Lease. No acceptance of a lesser amount than the Rent herein stipulated shall be deemed a waiver of Lund lord's right to receive the full amount due, nor shall any endorsement or statement on any check or payment or any letter accompanying such check or payment be deemed an accord and satisfaction, and Landlord may accept such check or payment without prejudice to Landlords right to recover the full amow1t due. The acceptance of Rent or of the performance of any other term or provision from any party other than Tenant, including any Transferee, shall not constitute a waiver of Landlords right to approve any Transfer.

A.L.

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ARTICLE XV

NOTICES

A. Any notice which either party may or is required to give, shall be given by personal delivery or mailing the same, postage prepaid, to Tenant at the Real Property or Lessor at the address specified above, or at such other places as may be designated by the parties from time to time.

ARTICLE XVI

ATTORNEYS' FEES, COUNTERCLAIMS, VENUE AND JURY TRIAL

A. If Landlord or Tenant, or any of their officers, directors, trustees, beneficiaries, partners, agents, affiliates or employees shall be made a party to any litigation commenced by or against the other party and are not found to be at fault, the non-prevailing pal1y shall pay all costs, expenses and reasonable attorneys' fees incurred by the prevailing party in connection with such litigation. The non-prevailing party shall also pay all costs, expenses and reasonable attorneys' fees that may be incurred by the prevailing pru1y in successfully enforcing this Lease. **IN THE INTEREST OF OBTAINING A SPEEDIER ANO LESS COSTLY ITEAIUNG OF ANY DJSPUTE, EACH OF LANDLORD AND TENANT HEREBY EXPRESSLY WAIVES TRJAL BY JURY IN ANY ACTION, PROCEEDING OR COUNTERCLAIM BROUGHT BY EITHER PARTY AGAJ.NST THE OTHER AND ANY RIGHTS TO A TRIAL BY JURY UNDER ANY STATUTE, RULE OF LAW OR PUBLIC POLICY IN CONNECTION WITH ANY MATTER WHATSOEVER ARISING OUT OF OR IN ANY WAY RELATING TO TIHS LEASE, THE PREMISES OR THE SITE.** Any action or proceeding brought by either party against the other for any matter arising out of or in any way relating to this Lease, the Premises or the Site, shall be heard, at Landlord's option, in the County where the Site is located.

ARTICLE XVII

HEIRS, ASSIGNS, SUCCESSORS

A. This Lease is binding upon and inures to the benefit of the heirs, assigns and successors in interest of the parties.

ARTICLE XVIII

SUBORDINATION

A. This Lease is and shall be subordinated to all existing and future liens, mortgages, deeds of trust, ground leases, hypothecations, security devices and encumbrances ("Security Instruments") against the Real Property now or hereafter placed upon the Real Property, to all and any advances made under any of said Security Instruments. Tenant covenants and agrees to execute and deliver, upon demand, those instruments reasonably necessary to affect such subordination.

A.L.

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ARTICLE XIX

LANDLORD'S REMEDIES ON DEFULT

A. If Tenant defaults in the payment of rent, or any additional rent, or defaults in the performance of any of the other covenants or conditions hereof, Landlord may give Tenant notice of such default and if Tenant does not cure any such default within ***fifteen days*** days, after the giving of such notice (or if such other default is of such nature that it cannot be completely cured within such period) if Tenant does not commence such curing within such ***fifteen days*** days and thereafter proceed with reasonable diligence and good faith to cure such default), then Landlord may terminate this Lease and all rights of Lessee under this Lease by such written notice. If it so terminates on the date specified in such notice the term of this Lease shall terminate, and Tenant shall then quit and surrender the Real Property to Landlord, but Tenant shall remain liable as hereinafter provided. If this Lease shall have been so terminated by Landlord, Landlord may at any time thereafter resume possession of the Real Property by any lawful means and remove Tenant or other occupants and their effects. No failure to enforce any term shall be deemed a waiver. No act of Landlord shall be construed as terminating this Lease except written or oral notice given by Landlord to Tenant advising Tenant that Landlord elects to terminate the Lease. In the event Landlord elects to terminate this Lease, Landlord may recover from Tenant: (a) The worth at the time of award of any unpaid rent that had been earned at the time of termination of the Lease, (b) The worth at the time of award of the amount by which the unpaid rent that would have been earned after termination of the Lease until the time of award exceeds the amount of rental loss that Tenant proves could have been reasonably avoided; (c) The worth at the time of award of the amount by which the unpaid rent for the balance of the term of this lease after the time of award exceeds the amount of rental loss that Tenant proves could be reasonably avoided; and (d) Any other amount necessary to compensate Lessor for all detrimental proximately caused by Tenant's failure to perform its obligations under this Lease .

The term "rent" as used in this Lease shall mean Rent Rate and all other sums required to be paid by Tenant pursuant to the terms of this Lease.

ARTICLE XX

INDEMNIFICATION

A. Except to the extent arising from the intentional or grossly negligent acts of Landlord or Landlord's agents or employees, Tenant shall defend, indemnify and hold harmless Landlord from and against any and all claims, demands, liabilities, damages, judgments, orders, decrees, actions, proceedings, fines, penalties, costs and expenses, including without limitation, court costs and attorneys' fees arising from or relating to any violation of Law, loss of life, diminution in value of the Site, damage or injury to persons, property or business occurring in, about or from the Premises, or directly or indirectly caused by or in connection with any violation of this Lease or use of the Premises or Site by, or any other act or omission of Tenant, any other occupants of the Premises, or any of their respective agents, employees, invitees or contractors.

A.L.

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

ARTICLE XXI

RULES

A. Tenant shall comply with all of the rules of Landlord to this Lease, as the same may be amended or supplemented hereunder (the "Rules'). Landlord shall have the right by notice to Tenant or by posting al the Site to reasonably amend such Rules and supplement the same with other reasonable Rules relating to the Site or the promotion of safety, care, cleanliness or good order therein. Nothing herein shall be construed to give Tenant or any other party any claim against Landlord arising om or the violation of such Rules by any other tenant, occupant or visitor of the Site, or out of the enforcement., modification or waiver of the Rules by Landlord in any particular instance.

ARTICLE XXII

MISCELLANEOUS

A. Neither this Lease nor any memorandum of lease or short form lease shall be recorded by Tenant.

B. This Lease shall be construed in accordance with the Laws of the State and County in which the Site is located.

C. All obligations (including indemnity obligations) or rights of either party arising during or attributable to the period prior to expiration or earlier termination of this Lease shall survive such expiration or earlier termination.

D. Landlord agrees that if Tenant timely pays the Rent and performs the terms and provisions hereunder, Tenant shall hold and enjoy the Premises during the Term, free of lawful claims by any party acting by or through Landlord subject to all other terms and provisions of this Lease.

E. The parties agree that they intend hereby to create only the relationship of Landlord and Tenant. No provision hereof, or act of either party hereunder, shall be construed as creating the relationship of principal and agent, or as creating a partnership, joint venture or other enterprise, or render either parry liable for any of the debts or obligations of the other party, except under any indemnity provisions of this Lease.

A.L.

DL

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

F. Tenant acknowledges that any site or lease plan of the Site attached as an Exhibit hereto shall not be deemed a representation, warranty or agreement by Landlord respecting the Site or any other matter shown thereon other than the approximate location of the Premises, and that other parties unrelated to Landlord may own or control portions of the Site shown on such Exhibit.

G. If applicable Laws require that this Lease be in the form of a deed, this Lease shall be deemed a deed of lease for all purposes, and Landlord shall he deemed to have granted and demised the Premises to Tenant for the Term hereof, subject to the other terms and provisions contained herein.

H. This Lease, and any Riders and Exhibits hereto. have been mutually negotiated by Landlord and Tenant, and any ambiguities shall not be interpreted in favor of either party. Any printed provisions that have been deleted shall not be used to interpret the remaining provisions.

I. Time is of the essence in connection with this Lease.

J. Landlord and Tenant agree to act in a commercially reasonable manner in connection with this Lease.

K. Landlord represents that the person executing this Lease has full authority to do so on behalf of the Landlord. Tenant warrants that the person executing this Lease has full authority to do so on behalf of the

L. Tenant.

M. Tenant unconditionally guarantees to the Landlord and the successors and assigns of Landlord the full and punctual performance and observance, or all the terms. covenants and conditions in said lease contained on Tenant's part to be kept, performed or observed.

N. This Lease contains all terms and provisions between Landlord and Tenant relating to the matters set forth herein and no prior or contemporaneous agreement or understanding pertaining to the same shall be of any force or effect.

O. Neither this Lease, nor any Riders or Exhibits referred to above may be modified, except in writing signed by both parties.

A.L.

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

IN TESTIMONY WHEREOF, the parties have caused this Lease to be signed and executed by their representatives designated below:

LANDLORD:

JAMES H. STAUFFER
As Successor Trustee of the
Allen B. Frake Trust dated February 5th. 2010

Signature: _____ **DATE:** 09/29/2022

Printed name: James Stauffer

TENANT:
BLACK ONION LLC
Dba Northshore Car Care

Signature: _____ **DATE:** 09/29/2022

Printed name: ANNA LUKASZEWICZ

Signature: _____ **DATE:** 09/29/2022

Printed name: DANIEL LUKASZEWICZ

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

Village of
Northbrook

SPECIAL PERMIT WORKSHEET

In addition to submitting the *Formal Application* form for a special permit application, the Applicant must include the following information with your application. A public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All of the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

- ❑ **7 collated copies of complete sets** of all application materials including the application form, required attachments, and folded full size plat/plan sheets
- ❑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

- **Written Explanation of Application Request**
  Attach a written statement explaining the proposed application. This letter should include the following applicable items, as well as any other pertinent detailed information pertaining to the request: hours of operation, number of employees, number of existing parking spaces on site, if the building has multiple tenants please list what the other tenant businesses are, if any existing buildings are being demolished, will the site be reconfigured, and if there will there be any included outdoor activity or uses.

- **Standard Industrial Classification Number & Description**
  Include on the line provided below the SIC (Standard Industrial Classification) number and description for the requested Special Permit Use. This number and description can be found in the Village of Northbrook Zoning Code or by contacting the Development & Planning Department. Every use contains a related SIC number and description.
  SIC Number & Description: Automotive Detailing, SIC No. 7542.01
  Automotive Repair with Outdoor Automobile Storage SIC No. 7530.00

- **Visual Representation of Special Permit Request**
  - ☒ **Applications without Site Improvements Include: Graphic Depiction of Application Request**
    Attach a graphic depiction of the following, as appropriate, to illustrate the proposed special permit being requested:
    - parking information (location of spaces in relation to use;)
    - general floor plan;
    - building elevations (if the exterior is to be modified);
    - proposed exterior signs.

  -or-

  - ❑ **Applications with Site Improvements Include: Site Plan Approval Worksheet Requirements**
    If the requested Special Use Permit application involves any site modifications (i.e. construction or renovation of any structure(s), addition or expansion of a parking lot, relocation of driveway(s), removal or addition of trees, etc.) the Applicant must also submit a **Site Plan Approval Worksheet**.

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

REQUIRED MATERIALS FOR SUBMISSION *(continued)*

- **Statement of Justification**

A written statement of need for the requested special permit is required. The statement should address each of the below Standards for Special Permit Applications established in Subsection 11-602 E of the Zoning Code and listed below. The staff, Plan Commission and Board of Trustees will use these standards in making a determination whether or not the proposed activity is appropriate. ***Please complete the below form (use additional paper if needed) and submit this form with the Formal Application. Please provide detailed responses for each item. Do not merely state for instance for Item (b) that "Our proposed project will not have substantial or undue adverse effect……" You must state what specifically about your project will not have undue adverse effect.***

(a) Code and Plan Purposes. The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

The use of the property for automobile repair and body shop purposes is consistent with the purposes of the Code, as is the requested purpose for the Special Use Permit for outdoor parking and detailing services. The uses are consistent with nearby businesses and zoning districts.

(b) No Undue Adverse Impact. The proposed use, drainage and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

The proposed uses pursuant to the Special Use Permit will have no adverse impact upon nearby properties, and is consistent with prior uses at the site. There will be no negative impact upon the health, safety and general welfare of nearby properties or businesses.

(c) No Interference with Surrounding Development. The proposed use and development will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

There are no building or site improvements proposed, and the proposed uses pursuant to the Special Use Permit will not interfere with surrounding properties.

(d) Adequate Public Facilities. The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

The outdoor parking of vehicles and indoor detailing of vehicles will not further burden the streets, utilities, drainage structures, and/or police/fire departments.

(e) No Traffic Congestion. The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

The parking of vehicles outdoors and detailing of vehicles indoors will not create undue traffic congestion nor increase the flow of traffic in an adverse manner. The location of the site will not cause an increase of traffic through residential neighborhoods and streets.

(f) No Destruction of Significant Features. The proposed use and development will not result in the destruction, loss or damage of natural, scenic or historic feature of significant importance.

The Petitioner is not requesting the exterior site improvements, therefore, there will be no impact upon the natural, scenic or historical features.

(g) Compliance with Standards. The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.

The requested relief will comply with all standards imposed by the Code, as well as all requirements pursuant to the Special Use Permit.

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

COMPLIANCE WITH VILLAGE REGULATIONS

All applications will be reviewed to determine compliance with the following Village codes and regulations:

- Zoning Code
- Subdivision & Development Code
- Standards and Specifications Manual
- Tree Protection and Tree Preservation Ordinance
- Existing Conditions
- Restrictive Covenants
- Development Agreements
- All other applicable Village codes and regulations

The applicant is responsible for ensuring a submitted application includes all of the necessary submittal requirements and meets all applicable standards and requirements of the Village codes.

Village Departments Involved with the Review of Community Planning Applications

- Development & Planning Services
- Fire
- Police
- Public Works and Engineering
- Village Attorney

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

1875 – 1881 Techny Road: Ordinance 2018-25 Conditions

A. Term. The special permits shall have a term that terminates on December 31, 2022, running concurrently with the term of the Applicant's lease.
Response:

The Applicant is proposing an extension/renewal of his special use permit. Operations, site plan and business will remain unchanged from prior years. In essence the only thing that will be changed is that Daniel Lukaszewicz and Anna Lukaszewicz are the managing members of the LLC, whereas it was previously managed by Daniel Lukaszewicz and Edward Kodryan.

B. Hours of Operation. The Facility shall have the following permitted hours of operation:
1. Monday thru Friday 8:00 a.m. to 8:00 p.m.;
2. Saturday 8:00 a.m. to 2:00 p.m.; and
3. Sunday 9:00 a.m. to 4:00 p.m.

Response:

The hours of operation will be as follows:

- Monday through Friday 8:00 AM to 5:30 PM;
- Saturday 8:00 AM to 1:00 PM; and
- Sunday 9:00 AM to 4:00 PM for handwashing and detailing only.

C. Village Code Requirements. Applicant shall operate the Facility in full compliance with all applicable requirements of the Village's Municipal Code and Zoning Code.
Response:

The use of the property for automobile repair and body shop purposes is consistent with the purposes of the Code, as is the requested purpose for the Special Use Permit for outdoor parking and detailing services. The uses are consistent with nearby businesses and zoning districts. The requested relief will comply with all standards imposed by the Code, as well as all requirements pursuant to the Special Use Permit.

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

08242828

Form **LLC-5.5**
February 2020

Secretary of State
Department of Business Services
Limited Liability Division
501 S. Second St., Rm. 351
Springfield, IL 62756
217-524-8008
www.cyberdriveillinois.com

Payment must be made by certified check, cashier's check, Illinois attorney's check, C.P.A.'s check or money order payable to Secretary of State.

Illinois
Limited Liability Company Act

Articles of Organization

SUBMIT IN DUPLICATE
Type or print clearly.

Filing Fee: $150
Approved:

FILE #

This space for use by Secretary of State.

FILED
JUN 11 2020
JESSE WHITE
SECRETARY OF STATE

1. Limited Liability Company name (see Note 1): Black Onion LLC

2. Address of principal place of business where records of the company will be kept: (P.O. Box alone or c/o is unacceptable.)
1875 Techny Rd. Northbrook IL 60062

3. Articles of Organization effective on: (check one)
☑ the filing date
☐ a later date (not to exceed 60 days after the filing date): _____
Month, Day, Year

4. Registered agent's name and registered office address:

Registered agent: Daniel (First Name) | (Middle Initial) | Lukaszewicz (Last Name)
(P.O. Box alone or c/o is unacceptable.)

Registered office: 1875 (Number) Techny Rd. (Street) (Suite #)

Northbrook (City) IL 60062 (ZIP)

Note: The registered agent must reside in Illinois. If the agent is a business entity, it must be authorized to act as agent in this state.

5. Purpose(s) for which the Limited Liability Company is organized: (see Note 2)
The transaction of any or all lawful business for which Limited Liability Companies may be organized under this Act and/or exclusively for the purpose(s) stated below:
Custom design services

6. The duration of the company is perpetual unless otherwise stated. If the operating agreement provides for a dissolution date, enter that date here: _____ / _____.
Month/Day Year

Printed by authority of the State of Illinois. March 2020 — 1 — LLC 4.25

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

LLC-5.5

7. **Optional:** Other provisions for the regulation of the internal affairs of the company: (If additional space is needed, use standard sized paper.) _____

8. The Limited Liability Company has or will have on the effective date of filing one or more members.

9. Name(s) and business address(es) of the manager(s) and any member with the authority of manager:

Name	Number & Street	City	State	ZIP
Daniel Lukaszewicz	1875 Techny Rd.	Northbrook	IL	60062
Anna Lukaszewicz	1875 Techny Rd.	Northbrook	IL	60062

(If additional space is needed, use standard sized paper.)

10. **Name and Address of Organizer(s):**

I affirm, under penalties of perjury, having authority to sign hereto, that these Articles of Organization are to the best of my knowledge and belief, true, correct and complete.

Dated: March 26th. (Month/Day), 2020 (Year)

1. _____ (Signature)

Daniel Lukaszewicz MEMBER (Name and Title (type or print))

_____ (If organizer is signing for a company or other entity, state name of company or entity.)

1. 3856 (Number) South Parkway Dr. Apt.2B (Street)

Northbrook (City)

Illinois (State) 60062 (ZIP)

2. _____ (Signature)

Anna Lukaszewicz MEMBER (Name (type or print))

_____ (If organizer is signing for a company or other entity, state name of company or entity.)

2. 3856 (Number) South Parkway Dr. Apt.2B (Street)

Northbrook (City)

Illinois (State) 60062 (ZIP)

Note 1: The limited liability company name cannot contain any of the following terms or abbreviations including: Corporation, Incorporated, LTD., Co. or Limited Partnership. The name must contain the term **Limited Liability Company, LLC or L.L.C.** For the following two entity types: a company providing professional services licensed by the Illinois Department of Financial and Professional Regulation must instead contain the term or abbreviation **Professional Limited Liability Company, PLLC or P.L.L.C.** The name of a worker cooperative shall end with the term or abbreviation **Limited Worker Cooperative Association, LWCA or L.W.C.A.**

Note 2: A professional limited liability company must state the specific professional service or related professional services to be rendered by the professional limited liability company.

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

Form **LLC-1.20**

Illinois
Limited Liability Company Act
Application to Adopt an Assumed Name

FILE # **08242828**

FILED
Aug 23, 2021
Jesse White
Secretary of State

Filing Fee: **120.00**
Approved: **RAV**

Secretary of State Jesse White
Department of Business Services
Limited Liability Division
Room 351 Howlett Building
501 S. Second St.
Springfield, IL 62756
www.ilsos.gov

1. Limited Liability Company Name: BLACK ONION LLC

2. State under the laws of which the company is organized: IL

3. The Limited Liability Company intends to adopt and transact business under the assumed name of:

   NORTHSHORE CAR CARE

   The right to use the assumed name shall be effective from the date this application is filed by the Secretary of State until 06/01/2025, the first day of the company's anniversary month in the next year, which is evenly divisible by five.

4. The undersigned affirms, under penalties of perjury, having authority to sign hereto, that this Application to Adopt, Change, Cancel or Renew an Assumed Name is to the best of my knowledge and belief, true, correct and complete.

Dated Aug 23 (Month & Day), 2021 (Year).

LUKASZEWICZ ANNA
Name

MANAGER
Title

If applicant is a company or other entity, state name of company.

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881

OFFICE OF THE SECRETARY OF STATE

JESSE WHITE-Secretary of State

08242828
DECEMBER 02, 2020

DANIEL LUKASZEWICZ
1881 TECHNY RD
NORTHBROOK, IL 60062-5450

RE BLACK ONION LLC

DEAR SIR OR MADAM:

ARTICLES OF AMENDMENT HAVE BEEN PLACED ON FILE AND THE LIMITED LIABILITY COMPANY CREDITED WITH THE REQUIRED FILING FEE.

SINCERELY YOURS,

JESSE WHITE
ILLINOIS SECRETARY OF STATE
DEPARTMENT OF BUSINESS SERVICES
LIMITED LIABILITY DIVISION
(217) 524-8008

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-

Form **LLC-5.25**
July 2017

Secretary of State
Department of Business Services
Limited Liability Division
501 S. Second St., Rm. 351
Springfield, IL 62756
217-524-8008
www.cyberdriveillinois.com

Payment may be made by check payable to Secretary of State. If check is returned for any reason this filing will be void.

Illinois
Limited Liability Company Act
Articles of Amendment

SUBMIT IN DUPLICATE
Type or print clearly.

Filing Fee: $50
Approved:

FILE # 08242828
This space for use by Secretary of State.

FILED
NOV 30 2020
JESSE WHITE
SECRETARY OF STATE

1. Limited Liability Company name: Black Onion LLC

2. Articles of Amendment effective on:
   - ☑ the file date
   - ☐ a later date (not to exceed 30 days after the filing date) _____ Month, Day, Year

3. Articles of organization are amended as follows (check applicable item(s) below):
   - ☐ a) Admission of a new manager (give name and address below)*
   - ☐ b) Withdrawal of a manager (give name below)
   - ☑ c) Change in address of the records office/principal place of business as required by Sec. 1-40 of the Act. (Give new physical number and street address, a P.O. Box alone or C/O is unacceptable.)
   - ☐ d) Change of registered agent and/or registered agent's office (Give new name and/or address below, address change to P.O. Box alone or C/O is unacceptable.)
   - ☐ e) Change in the Limited Liability Company's name (give new name below)**
   - ☐ f) Change in date of dissolution (state perpetual or date of dissolution below)
   - ☐ g) Establish authority to issue series (fee $300, see NOTE)
   - ☐ h) Other (give information in space below)*

* Only managers and any member with the authority of manager are required to be reported.

Additional information:

New address of the records office/principal place of business is:
1881 Techny Rd.
Northbrook IL 60062- 5450

**New name of LLC (as changed): _____

A professional LLC registered with the Illinois Department of Financial and Professional regulations must contain the term Professional Limited Liability Company, PLLC or P.L.L.C. in its name. The specific professional service must also be stated in its purpose.

(continued)

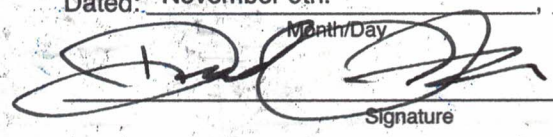
Printed by authority of the State of Illinois. December 2019 — 1 — LLC 11.21

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-

4. The amendment was approved in accordance with Section 5-25 of the Illinois Limited Liability Company Act.

5. I affirm, under penalties of perjury, having authority to sign hereto, that these Articles of Amendment are to the best of my knowledge and belief, true, correct and complete.

Dated: November 9th. (Month/Day), 2020 (Year)



Signature

Daniel Lukaszewicz Manager

Name and Title (type or print)

If applicant is signing for a company or other entity, state name of company or entity.

NOTE:

The following paragraph is adopted when Item 3g is checked:

The operating agreement provides for the establishment of one or more series. When the company has filed a Certificate of Designation for each series, which is to have limited liability pursuant to Section 37-40 of the Illinois Limited Liability Company Act, the debts, liabilities and obligations incurred, contracted for or otherwise existing with respect to a particular series shall be enforceable against the assets of such series only, and not against the assets of the Limited Liability Company generally or any other series thereof, and unless otherwise provided in the operating agreement, none of the debts, liabilities, obligations or expenses incurred, contracted for or otherwise existing with respect to this company generally or any other series thereof shall be enforceable against the assets of such series.

Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-

TECHNY ROAD

-292.84'-

DEED 352.84'

20 ft. bituminous pavement

9 ft. gravel shoulder

72.5'

72°39'

bituminous drive

Public Service Co. & Ill. Bell Tel. Co. pole line

12" conc. culvert

SOUTH LINE OF TECHNY RD. BY TOWNSHIP SURVEY JUNE, 1845

ROD

22.7'

ENTRANCE ONLY

EXIT ONLY

6@9'=54'

18'

HDCP

HDCP

HDCP

2@9'

ONE WAY

27'

18'

ONE WAY

STONE WALL

70.1'

entrance insert

20.07'

14.58'

fence 6.2'S. & 0.30'S.W.

16@9'=144'

ONE WAY

EASTERLY LINE OF RIGHT-OF-WAY OF C.M. & ST. P. RR. CO.

-345.73'-

MILWAUKEE & ST. PAUL RAILROAD CO.

EXISTING ONE STORY BRICK BUILDING No. 1881

100.7'

80.7'

22'4

8'x18'

8'x23'

8'x23'

8'x23'

8'x23'

8'x23'

8'x18'

8'x23'

8'x27'

8'x27'

ONE STORY BRICK BUILDING No 1875

82.0'

12.80'

14.13'

T. TRASH

-330.0'-

LINE PARALLEL WITH & 720.90 FT. WEST OF E LINE OF SW¼ OF SEC.

8' 19' 8'

32.03'

49.0'

43.50'

26'±

24'

84.52'

37.42'

EXISTING CONCRETE BLOCK ADDITION

48.00'

42.0'

B'x23'

41'

DOORS

21.08'

20.05'

31.42'

24'

ONE WAY

25'4

8@9'=72

30'

DEED 693.33'

24'

18'

4@9'=36'

18'

ONE WAY

24'

10@9'=90

30'

TRASH ENCLO

IRON ROD 0.125'S. & 0.10'N.E.

20 FT. EASEM. (See Doc No. 2)

See Doc No. 2

temporary

-189.38'-

SOUTH LINE OF N. 330.0 FT. OF SW¼ OF SEC. 15-42-12

SOUTH LINE OF TRACT

EXCEPTION

DEED 146.14'

fence 0.36

RECEIVED
VILLAGE OF NORTHBROOK
FEB 14 2018
Development & Planning

SITE PLAN

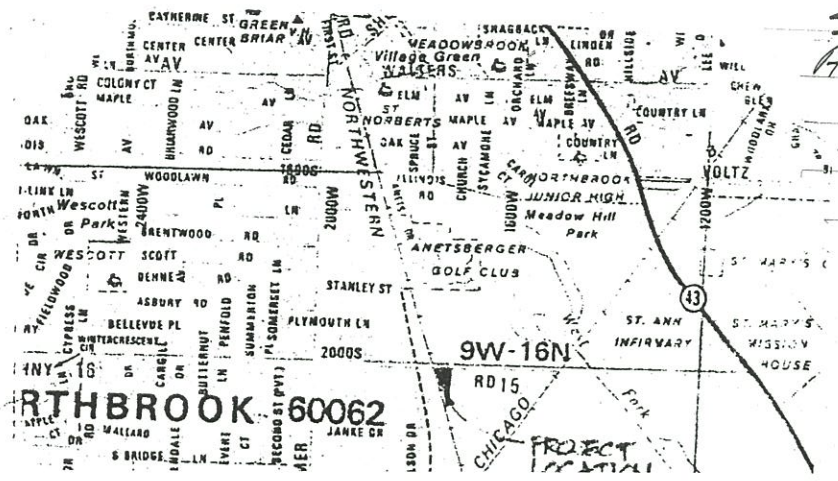
SCALE: 1"=30'

TYPICAL 90° SPACE 9'x18'

NORTH

STANDARD SPACES	61
ACCESSIBLE SPACES	3
TOTAL SPACES	64

2/8/18	DAC	PARKING LAYOUT



Attachment: 1875-1881 Techny - Applicant Submittal (6490 : An Ordinance Approving the Renewal and Transfer of Special Permit at 1875-1881 Techny)

MEMORANDUM
VILLAGE OF NORTHBROOK
DEVELOPMENT AND PLANNING SERVICES

TO: CARA PAVLICEK, VILLAGE MANAGER

FROM: MICHAELA KOHLSTEDT, DIRECTOR OF DPS

DATE: January 24, 2023

SUBJECT: STAFF MEMO RELATING TO 1657 SHERMER ROAD

INTRODUCTION

On January 24, 2023 the Board of Trustees will consider an application filed by Quarterra Multifamily Communities, LLC (the "Applicant") as contractual purchaser of 1657 Shermer Road (the "Subject Property") which is owned by the Village of Northbrook (the "Owner") along with Housing Opportunity Development Corporation (the "Co-Applicant") for the purpose of authorizing zoning relief to allow construction of a mixed use planned development consisting of two residential developments and one commercial structure. The agenda includes draft documents which allow for the Village Board to consider either denial or approval of the application via the following actions:

A. A Resolution Denying Requests for Text Amendment, Rezoning, Special Permits, Development Concept Plan Approval, Variations, Exceptions, Waiver, Site Plan Approval, and Tentative Plat Approval; or

B. An Ordinance Amending the Northbrook Zoning Code to Increase the Permitted Maximum Height for Planned Developments within the VGRC Village Green Residential & Commercial District; and

C. An Ordinance Rezoning the Property Located at 1657 Shermer Road and Amending the District Zoning Map; and

D. An Ordinance Granting Approval of Special Permits, Development Concept Plan, Variations, Exceptions, Waiver, Site Plan, Tentative Plat, a Development Agreement, and a First Amendment to Purchase and Sale Agreement.

As the Board may be aware and as detailed below, and attached, the Village Board has received a recommendation from the Plan Commission to deny the application and a recommendation from the Architectural Control Commission to approve the application. Both volunteer citizen commission are recommending bodies and the Village Board of Trustees is required to either approve or deny the application while considering the public record related to both recommendations.

BACKGROUND INFORMATION – TIMELINE OF EVENTS

- The Village Board held eight public meetings related to the purchase of 1657 Shermer and use of the property between 2018 and 2020
    1. January 23, 2018 – Village Board of Trustees meeting: The Village approved an ordinance to purchase the Subject Property

2. March 13, 2018 – Village Board of Trustees meeting: approval of a resolution for an environmental study of the Subject Property
3. May 8, 2018 - Village Board of Trustees meeting: Village approved an amendment to the purchase contract was approved
4. September 24, 2019 – Committee of the Whole meeting – discussed future uses of the Subject Property, including but not limited to the potential location for the Metra Station, along with other downtown development topics
5. October 15, 2019 – Committee of the Whole meeting – continued discussion of the Sept. 24, 2019 meeting
6. August 11, 2020 – Village Board of Trustees meeting – Board of Trustees approved a resolution for an agreement for a preliminary stormwater study of the Subject Property
7. August 25, 2020 – Committee of the Whole meeting – additional discussion of downtown development topics including future uses for the Subject Property
8. March 9, 2021 – Village Board of Trustees meeting – discussion on the Stormwater Improvement Report conducted on the Subject Property

- The Village Board held four public meetings on the selection of a broker to market the property for sale and select a preferred developer for purchase of the property

1. June 22, 2021 - Village Board of Trustees meeting - directed the Village Attorney and Village staff to prepare a Request for Proposals (RFP) to obtain a broker to market 1657 Shermer for sale.
2. September 28, 2021 – Village Board of Trustees meeting – approved of contract with a professional real estate brokerage firm
3. April 26, 2022 – Village Board of Trustees meeting – Village President made a statement announcing that a preferred developer had been identified and staff and the Village Attorney were directed to begin negotiation of a real estate contract
4. May 10, 2022 – Board of Trustees meeting - Village adopted Ordinance No. 2022-21 approving a Purchase and Sale Agreement (PSA) authorizing the sale of the Subject Property, subject to a public process related to zoning entitlements.

- The Village held five public meetings prior to 2023 on the zoning entitlement application(s)

1. May 24, 2022 – Board of Trustees meeting – Board conducted a preliminary review on the proposed development project of which the Board of Trustees unanimously supported the proposed development plan.
2. September 9, 2022 – Architectural Control Commission meeting - the application was discussed at the ACC meeting which is reflected in the attached meeting minutes and staff report. The Commission unanimously recommend approval of the application during the meeting.
3. October 18, 2022 – Plan Commission meeting - Plan Commission conducted the first public hearing on the proposed application of which the minutes and staff report are attached for reference.
4. November 1, 2022 – Plan Commission – Plan Commission conducted the second public hearing on the application of which the minutes and staff report are attached for reference.
5. November 15, 2022 - Plan Commission – Plan Commission unanimously adopted a resolution recommended denial of the application, of which the resolution, minutes, and staff report are

attached for reference.

Throughout the public hearing process conducted by the Plan Commission, comments from the public were submitted electronically, as well as comments made in person during the public hearing which were made part of the public hearing record, and are attached to this report.

Of comments that were raised, one concern was in regards to the potential traffic impact the development may have on the surrounding area. The Village's Traffic Consultant has reviewed the submittal materials provided by the Applicant and their traffic consultant and has found that the material supplied by the Applicant is accurate in reflecting the proposed traffic impact of the developments within the area. The Village's consultant has noted that the proposed development can work on the Subject Property that can be supported by the existing infrastructure. Should the Board of Trustees find it appropriate, the Village staff can work with the traffic consultant to conduct a review of any traffic impacts on the residential streets to the west of the Subject Property (Illinois, Woodlawn, and Farnsworth) once both residential buildings are 90% occupied to determine if any additional traffic controls are warranted or alternatively, if additional parking measures/restrictions are necessary for the residential streets to the west. One parking restriction is that the Village can implement the resident parking sticker process for those property owners on Illinois, Woodlawn, and/or Farnsworth similar to the program located just north of this area for residential streets in proximity to the Metra commuter lot. The stickers are required for parking on the residential streets west of Shermer Road, and they would be made available to residents on the designated blocks only.

Another concern raised by some residents was in regards to screening for the residential properties located across the street from the Subject Property on Shermer Road. Currently, the Zoning Code restricts fence heights to 3 feet in a required front or corner side yard. When the Village undertakes the Zoning Code update process later this year, one item that can be reviewed for potential Zoning Code amendment is the fence height allowance for single-family residential properties along Shermer Road to determine if there should be a mechanism in place to allow for fence heights greater than three feet for front and corner side yards along Shermer Road. The Zoning Code currently contains a provision that fences located in the front yard of a through lot that abuts certain busier streets (Dundee, Willow, Sanders, etc) the owner can install a fence up to 6-feet by right. This may be a provision that requires additional review to determine if taller fence height should be allowed for yard abutting certain thoroughfare regardless if the lot is a through lot or not.

Staff will track the above options should the Village Board approve the application.

PROPOSED PLAN

The plan being proposed by the Co-Applicants is consistent with the plan presented during the second public hearing at the Plan Commission, which consists of two parcels within one zoning lot of record, the larger of which is 8.89 acres and the smaller consisting of 1.49 acres. One Applicant will retain 8.89 acres as developer, owner and operator of a 318-unit multi-family luxury apartment building, inclusive of five affordable units and an indoor parking garage. This building is proposed to be no more than 64' in height consisting of five floors, with approximately 50% of the front western façade having the fifth floor recessed back from the floors below. This parcel includes 495 parking stalls within the five-story parking garage and an additional 68 flexible surface parking stalls around the perimeter of the site for a total of 563 parking stalls for the 318 units which is approximately 1.7 spaces per unit.

This Applicant as developer of the larger parcel is also proposing a 6,500 square-foot commercial building located along the Shermer Road frontage with the intent to be occupied by a restaurant with roof top dining or other similar commercial use with 80 surface parking stalls located within a surface lot and off of the shared driveway on the Subject Property.

This Applicant will also donate a 1.49 acre property at the north end of the development to the Co-

Applicant who will separately develop, own, and operate a four-story multi-tenant 48-unit affordable and supportive housing apartment building with surface parking for 60 vehicles.

While the project is one planned development from a zoning perspective, it is important to note that the Co-Applicants are independent entities with expertise in their respective areas of development and the each parcel, subject to approval, will be developed, constructed, owned, and operated by two different developers that are independent, yet collaborating on the zoning relief process. The Co-Applicants propose to comply with the Village's Affordable Housing Ordinance by including five affordable units within the 318 units luxury apartment building and the 48-unit development of an affordable and supportive housing project.

ADDITIONAL INFORMATION

When reviewing the proposed planned development the Board will want to also consider additional issues which were raised during the public hearing process at the Plan Commission. When residents noted concern regarding the impact of the development on the schools, staff presented the information regarding how the project was routed for review by the applicable school districts of which the school districts did not object to the proposed development.

When Northshore 770 and The Elaine underwent the development review process, similar studies were prepared to determine the potential impact on the respective school districts that they fall within. For Northshore 770 the developers study predicted 26 elementary students and 9 highschool students (for proposed 416 units). In the 21/22 school year, the development generates 17 gradeschool students as noted in information supplied by District 28. Similarly for The Elaine, the study presented during the zoning review process proposed 13.65 elementary students and 4.87 highschool students, and in 21/22 the site has 6 gradeschool students.

In regards to parking generated by these two newer residential rental developments in Northbrook, Northshore 770 was approved with 608 parking spaces for 347 units, equivilant of 1.75 spaces per unit. The Elaine was approved with 543 parking spaces for 304 units, 1.78 spaces per unit. In speaking with the respective management companies for both apartment complexes there are no parking concerns or shortages with 11% vacancy rate at Northshore 770 where there is an added charge for parking stalls. The Elaine currently has a 1% vacancy rate, and believe that the property has adequate parking with one parking stall available per bedroom to tenants at no additional charge. This means that a one-bedroom unit will include one parking stall, while a two-bedroom unit includes two parking stalls, and additional stalls can be rented for a fee if necessary. It should also be noted that staff has not received complaints from residents in or around the developments regarding parking issues.

In regards to the tax impact of the proposed development, when Grainger owned and operated a call center and warehouse on the Subject Property it generated $300,000 in total property taxes. The proposed development presented by the Applicant included a study indicating that once complete, the site would generate approximately $1,948,000 in total property taxes on the larger lot as well as approximately $81,000 on the smaller HODC lot. In addition to revenue generated by the property taxes, the proposed development is required to pay one-time impact fees which total approximately $2,335,720.00 which are paid to School Districts 225, 30 and 28, the Park District and Public Library.

SUMMARY

On January 24, 2023 the Board will have two different sets of documents presented for final action to take place. Staff and the Village Attorney, as well as the Applicant and Co-Applicant, will be present to answer any questions that may arise.

MINUTES OF THE ARCHITECTURAL CONTROL COMMISSION
VILLAGE OF NORTHBROOK
TERRACE ROOM
COOK COUNTY, ILLINOIS
SEPTEMBER 8, 2022

ACC Commissioners Present (5):
Cliff Town, Chairman
David Menn
Christopher Urbanczyk
Wei Lei
John Albrecht

ACC Commissioners absent (0):

Others Present :
Joe Maschek
Michael Schwartz
Richard Koenis
Patrick Dusack
Mark Heckman
Katie Jahnke Dale
John Clark

Village Staff Present:
Michaela Kohlstedt, Director of Development
Chan Yu, Deputy Director

Call to Order
Chairman Town called the Architectural Control Commission meeting to order in the Terrace Room of Village Hall, 1225 Cedar Lane, at 5:32 p.m.

Roll Call
Roll was called. A quorum was present.

Review of Minutes
On a motion made by Member Menn and seconded by Member Lei, the minutes from the August 11, 2022 Architectural Control Commission (ACC) meeting were approved as presented.

Public Comments Regarding Items Not on the Agenda - None

Continued Review of Dockets
PCD-22-03: Pointe Drive – SFP, LLC; 35-Unit Townhome Development at Northbrook Pointe
Deputy Yu stated that the applicant has submitted a revised site plan and a new sample board for 175 Point Drive. A 300 square foot play lot area has been added. The architect added that an air-conditioner screen, built with nominal cedar will be installed to screen the air conditioning units on the roofs. A change has been made to alternate various heights in the revised elevation of the façade.

Attachment: ACC 9-8-22 Minutes, Staff Report, and Addendum (6522 : Staff Memo Relating to 1657 Shermer Road)

The heights are still in compliance with the code. The play area is an adventure type rather than a traditional play area. It will rest near the pergola and is seen as an artistic element.

Chairman Town stated that the applicant addressed the concerns from the Commission: 1) parapet heights; 2) tot lot; 3) A/C screens; 4) brick color. Membership was pleased with the changes.

Member Menn made a motion, seconded by Member Lei to approve the four revised changes to the original submitted documents for 175 Pointe Drive. The motion passed by voice vote.

New Review of Dockets

a) PCD-22-02: 916 Dundee Road – Erickson Living Properties, LLC; Continuing Care Retirement Community

Deputy Director Yu stated that Erickson Living Properties purchased the former Green Acres Golf Course with 127.11 acres zoned OS with R8 in the corner. The golf course permanently closed in 2016. A slide was presented that showed the zoning map.

The applicant is requesting to rezone 79 acres from Open Space (OS) District to Residential Specialty (RS) District with 908 total units; 800 are independent living units, 155 health care beds are in 108 assisted living units. The applicant is proposing to dedicate 43 acres on the west side to open space. The applicant is proposing to dedicate 5.4 acres to the Northbrook Park District for a walking path around the perimeter of the property. A slide showed the proposed site plan. The applicant wants to construct nine interconnected buildings. The buildings will be three and four stories tall. Director Kohlstedt stated that the land that would be dedicated will not be dedicated until the project goes through and is approved. The dedicated 48 acres will remain in the OS District until dedication.

A slide presented showed the proposed revised setback differences in five different areas of the site plan. Setbacks have been changed due to public comment at the first public hearing meeting. A slide presented showed natural features and proposed features by the applicant that include existing tree growth, natural water features, and community walkway. A slide showed the proposed elevations and details. A slide showed the general color scheme of the buildings and proposed materials planned. The applicant pointed to where the entrances to the 835 underground parking spaces for residents would be located. An additional 466 planned parking spaces for staff and visitors are located in service lots.

Director Kohlstedt asked the Commission to consider a series of questions regarding the overall design and if it is appropriate for the development.

Mark Heckman, architect presented next. He explained the overall shape of the buildings and the site. The design layout reflected the protection of existing trees that were previously located on the golf course. The project includes independent living units, assisted living, memory care and skilled nursing. The sales center will be off Dundee Road. Mr. Heckman explained the proposed building timeline, noting that after the first residential buildings, the care center will be built. The project will include two amenity spaces with restaurants. The amenity buildings are all within 750 feet of the housing units. A centrally located fitness center is planned, along with an onsite medical center. Photos were presented from other Erickson projects.

Residential buildings will have hip roofs with some carve outs. The applicant discussed the material board and compatibility of materials. All of the buildings will be interconnected, usually on the third floor. The units are between 900 sq. ft. and 1800 sq. ft. in size.

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The applicant is addressing sustainability by addressing the goals in the Climate Action Plan (CAP). The applicant listed 24 goals that they plan to conform to as set in the CAP. The applicant's report addresses Transportation and Land Use, Buildings and Energy, Waste Management, Water and Wastewater, Local Food and Agriculture, Health and Safety and Greenspace and Ecosystem Health. Some of the items the applicant stated include the underground garages, minimizing the use of plastic materials that cannot be recycled, and private shuttle vehicles that are not gasoline based.

Chairman Town asked for comments. Member Urbanczyk likes the project and underground parking and stated the colors are pleasing. He can see the depth of the buildings.

Member Menn liked the roof lines.

Chairman Town asked if weathered wood would be incorporated in the project. The applicant answered that Go Green wants something more reflective. The applicant is looking at PV panels. Chairman Town thinks the roof line could come down just a touch. He added that it might also be more cost effective. The architect stated that he will look at a lower roof line.

Chairman Town inquired about other exit areas on the property and traffic lights. The answer is that IDOT stated at this time the project doesn't merit a traffic signal on Dundee Road. The applicant will put funds aside to build a traffic signal when it is warranted.

Member Albrecht wants to make sure that sustainability items are addressed within the project.

Member Lei asked if the walking path was for the general public. The answer is "yes".

Chairman Town concluded by stating the Commission is happy with the building placements, extensive landscaping, building material choices, walking path and curvatures of the planned streets. He assumes the lighting will be appropriate for night time.

Member Menn made a motion, seconded by Member Urbanczyk to approve the concept plan for 916 Dundee Road as submitted based upon the points identified and on the condition that the applicant comply with the items that are identified in the Sustainability Addendum that are relevant to the subject property. The motion passed by voice vote.

b) PCD-22-08: 1657 Shermer Road – LMC/HODC; Planned Development Application for Multi-Family Mixed Use

Director Kohlstedt stated that 1657 Shermer was previously known as the Grainger site. The applicant, Lennar Multifamily Communities, LLC (LMC) is the potential purchaser of the property owned by the Village of Northbrook. Housing Opportunity Development Corporation (HODC) is the proposed recipient of a 1.49 acre land donation from the applicant. The applicant is requesting zoning relief to accommodate the construction of a mixed use planned development with retail.

The Village purchased the property from Grainger. After further evaluation, the Village put out a Request for Proposals (RFP) to market for sale. The Village came to an agreement with LMC going under contract. LMC, as part of its application in addressing the Village's affordable housing plan, is donating 1.5 acres for Housing Opportunity Development Corporation (HODC). The co-applicant is proceeding forward and has filed to go through staff review. There are two zoning districts, I1

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(Restricted Industrial) and R5, which is being sought for a rezoning of the entire site to VGRC Village Green Residential and Commercial District. The Comprehensive Plan calls for mixed use development on the property. It will involve the creation of two lots on the property.

LMC is proposing two structures 1) A five story, 335 unit luxury apartment building; 2) A second structure 6,500 sq. ft. commercial building located in the front, designed to be a restaurant with rooftop outdoor seating. These two properties are on a parcel that is 8.89 acres. The luxury rental units will range in size from studio to three-bedroom apartments. An outdoor pool is centrally located in a courtyard. HOCC is proposing a 1.49 acre, four story unit, affordable housing development that is proposed for the back of the property. Associated parking will be available for the three structures. Main access for the development is planned off of Shermer Road with a secondary access drive on the south portion of the property. Parking for the larger building includes a garage that will be wrapped around with apartments. Outdoor space includes two surface detention areas located on the east and west side. There is a screened perimeter buffer on the north. Outdoor green space is planned on the sides of the smaller building.

The applicant provided a materials board for consideration. Material boards for both projects were similar.

Sustainability efforts include charging stations for vehicles. The applicant has plans to encourage use of public transportation. The applicant plans to include covered bicycle parking and will pave his section of the shared walking/bicycle path on the west edge of the property. LMC is seeking Green Globe certification for the large luxury apartment building and HODC will seek Green Community certification for the affordable housing. The applicant is planning for reflective roofs and the large apartment building will seek a partial green roof with a future option to include a solar consideration.

Director Kohlstedt asked the Commission to consider a series of questions to consider regarding the overall design and if it is appropriate for the development.

LMC focuses on mixed use projects that are centered on a pedestrian experience. A representative presented an overview of the project. He stated that 30% of the project is open area. 100 new trees will be added to the site. LMC will try to achieve 70% native species plantings. A slide presented showed three different building perspectives. A community garden is proposed for the tenants.

The four story, 48 units affordable housing building offers parking in the rear. The ground floor has a community room, offices and units. Upper floors are all units. Corner units have three bedrooms. The design of the affordable housing building will blend with the main building. The design is perceived as a cousin, not a sibling.

Member Menn likes the dimensions of the whole project. He likes the colors and likes the addition of a restaurant. He likes the idea of enclosing the garage so it is not visible to the public.

Member Urbanczyk is not fond of dark colored buildings but stated it is subjective.

Chairman Town asked about the design of the affordable housing building. The answer was that relief was needed from the train tracks, so more units were added to the front on the first floor. Chairman Town asked for visual relief on the north elevation of the affordable housing building and some granite

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on the front of the building. The applicant will look into more masonry or possibly add a living wall to the north elevation. The applicant will look into adding granite feet to the front of the small building.

Member Lei questioned the amount of outdoor seating. She was satisfied with the applicant's answer.

Member Albrecht liked the green roof on top of the garage.

Member Menn made a motion, seconded by Member Urbanczyk to approve the concept plan for 1657 Shermer Road as submitted based upon the plan identified and on the conditions that the applicant comply with the items that are identified in the Sustainability Addendum that are relevant to the subject property. HODC will add some visual relief on the north side of the small residential building and add granite feet to the small residential building as an entry accent. The motion passed by voice vote.

New Business – None.

Old Business – None.

Adjourn
There being no further business, a motion was made by Member Menn and seconded by Member Albrecht to adjourn the meeting. On a voice vote, the motion was unanimously carried and the meeting adjourned at 7:35 pm.

Respectfully submitted,
Sue Anetsberger, Recorder

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MEMORANDUM
VILLAGE OF NORTHBROOK
DEVELOPMENT AND PLANNING SERVICES DEPARTMENT

TO: ARCHITECTURAL CONTROL COMMISSION

FROM: MICHAELA KOHLSTEDT, DIRECTOR OF DPS

DATE: SEPTEMBER 8, 2022

SUBJECT: PCD-22-08: 1657 SHERMER ROAD – SPECIAL PERMIT FOR PLANNED DEVELOPMENT CONSISTING OF MULTI-FAMILY RESIDENTIAL AND RETAIL

Attachment: ACC 9-8-22 Minutes, Staff Report, and Addendum (6522 : Staff Memo Relating to 1657 Shermer Road)

INTRODUCTION

On September 8, 2022 the Architectural Control Commission will conduct a review of an application filed by Lennar Multifamily Communities, LLC (the "Applicant") as potential purchaser of the property commonly known as 1657 Shermer Road (the "Subject Property"), which is owned by the Village of Northbrook (the "Owner"). Along with the Applicant, Housing Opportunity Development Corporation (the "Co-Applicant") as the recipient of a 1.49 acre land donation from the Applicant, will be a Co-Applicant. The Applicant is requesting zoning relief to accommodate the construction of a mixed use planned development consisting of multi-family residential with a retail component.

The Subject Property:

- is located on the east side of Shermer Road just south of the Metra station in downtown Northbrook;
- is approximately 10.38 acres in size and contains a single-story industrial warehouse and office building;
- is zoned I-1 Restricted Industrial District with the northern 1.5 acres of the Subject Property zoned R-5 Single Family Residential District;
- the Comprehensive Plan's Future Land Use designation is Major Corridor Multi-Use;
- the surrounding properties zoning and land uses are depicted on the attached Application Summary.
- site contains a 181,289 square foot building with associated parking which was previously used by Grainger as a warehouse and office facility, and most recently used by the Owner for storage and office space during the pandemic;
- is not located within the 100-year flood plain; and
- is located in proximity to an area identified in the Master Stormwater Management Plan as having been appropriate for six various projects, of which four projects have been completed over the last several years.
- The Master Bicycle and Pedestrian Plan designates Shermer Road as a high priority area for installation of a sidepath along the frontage of the Subject Property. The Village is currently in the design process for a new shared-use path that is located adjacent to the roadway which is

designed to accommodate bicyclists and pedestrians.

BACKGROUND INFORMATION

- Prior to 2018 the Subject Property was owned by Grainger who operated a call center and warehouse distribution facility out of the existing single-story structure.
- The Village purchased the Subject Property from Grainger on May 9, 2018 for $8 million pursuant to Ordinance No. 2018-5, adopted January 23, 2018 and a First Amendment adopted May 8, 2018.
- Following purchase of the Subject Property, the Village evaluated whether the property would be suitable for relocation of the Metra train station in order to reduce the number of traffic closures caused by Metra trains on Shermer Road. In conjunction with Metra, it was established that a relocation would not necessarily result in less closures and may increase closures on Techny Road, in addition to Shermer Road closures as trains passed. As such, relocation of the Metra train station was not pursued further.
- The Village also conducted a stormwater study to determine if the Subject Property would be a suitable location for a stormwater basin. It was determined that it was not the best location for additional stormwater detention.
- Subsequently, in March 2020 with the start of the COVID-19 pandemic, the Village utilized the vacant office space on the property for multiple public purposes including but not limited to:
    - vaccination clinics in 2021;
    - staff training sites;
    - relocation of some Village staffing operations to the building which allowed for social distancing of employees during the pandemic;
    - provided schools with storage that supported increased social distancing in schools; and
    - food pantry storage.
- On September 28, 2021, the Board of Trustees approved a contract with the professional real estate brokerage firm Cushman & Wakefield of Illinois, Inc., to market the Subject Property for sale following a competitive Request for Proposals (RFP) for Real Estate Brokerage Services to market the Property for sale.
- Since that time, Cushman & Wakefield marketed the property to seek out interested purchasers who would either re-use the existing building, with its existing zoning use, as it stands today, as well as those interested in redeveloping the site for another use, with the understanding that redevelopment for another use would require a purchaser to go through a public process to change the land use and such a change would require a public hearing and Plan Commission recommendation.
- On April 26, 2022, as part of the Regular Meeting of the Village Board, a statement by the Village President announced that Lennar Multifamily Communities, LLC (LMC) was selected to begin negotiation of a real estate transaction and the Village Attorney was asked to prepare a real estate purchase and sale agreement with the Applicant for consideration as soon as the next meeting of the Village Board.
- On May 10, 2022 the Board of Trustees adopted Ordinance No. 2022-21 approving a Purchase and Sale Agreement (PSA) authorizing the sale of the Subject Property to the Applicant. Within the PSA was an outline of the proposed scope of work and an outline of the process for zoning relief to follow.

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- On May 24, 2022 the Applicant filed a preliminary review for consideration by the Board of Trustees with the plan very similar to the one being presented to the ACC. The original plan for preliminary review consisted of a five-story 335 unit multi-family luxury apartment building with a six-story interior parking garage for the units, a 6,500 square foot commercial building along Shermer Road with the intent to be occupied by a restaurant with roof top dining, and second four-story structure on the north end of the Subject Property consisting of 48 units of supportive and affordable housing. Following the preliminary review, the Applicant reduced a level of parking in the larger apartment building by modifying the parking stall dimensions and maintaining code compliant parking stall sizes on the Subject Property.

PROPOSED PLAN

The Applicant is proposing a planned development, which will consist of two parcels within one zoning lot of record, the larger of which is 8.89 acres and the smaller consisting of 1.49 acres. The Applicant will retain the larger parcel for construction of a 335-unit apartment building and 6,500 square foot commercial structure. The 1.49 acres will be developed by the Co-Applicant for supportive and affordable housing.

The Subject Property will be accessed by two driveways off Shermer Road. The main access drive is centrally located on the Subject Property, and aligned with Woodlawn Road to the west, accessing an interior shared looped driveway around the entire Subject Property to both residential projects and the retail site. The secondary access driveway off Shermer Road is located on the southern end of the Subject Property connecting to the interior shared driveway circulating the Subject Property. The shared access drive around the site contains parallel parking for residential and commercial users and loading areas for the residential structures. While the Applicant has identified multiple areas on the perimeter of the large residential building to accommodate large moving trucks and delivery trucks, the design also includes interior loading spaces for the most common box trucks that tenants use for moving in and out of such a facility.

The overall site design includes green space adjacent to the main entrance and proposed supportive housing structure on the northwest side of the site, as well as additional landscaped green space and a retention pond on the southeast corner of the Subject Property. The proposed 6,500 square-foot retail building is located on the western side of the Subject Property adjacent to Shermer Road to assist in maintaining a pedestrian scale along Shermer Road.

The Applicant is proposing construction of a five-story residential building consisting of 335 luxury apartments wrapped around a five-story parking structure which will contain 512 parking stalls. The Applicant will be requesting approval of a waiver to accommodate a steeper sloped ramp as part of the interior parking structure. The increased ramp slope design allows the building design to include useable area under the ramp. The Applicant is also seeking an amendment to the Zoning Code to allow a slope of 6% where the current maximum slope permitted for parking stalls and drive aisles is 5%. The modified design of the parking garage eliminated roof top parking, so all parking stalls and ramps would be enclosed and covered to be protected from elements that could result in icy surfaces.

The luxury apartment building will contain various amenities including, but not limited to, an outdoor pool, playground, outdoor terrace space, staffed lobby with package storage rooms, bike storage and repair room, exercise room, and business facilities. The Applicant is proposing to make five of the 335 units affordable in a manner compliant with the Village's Inclusionary Housing Ordinance (IHO). The residential units in the building will range in size from studio apartments to three-bedroom apartments.

In addition to the five affordable units located in the large residential building, the Applicant is proposing an alternative means of compliance with the IHO by donating 1.49 acres of the Subject Property to the Co-Applicant for development of affordable units for supportive housing residential needs. The Co-Applicant, Housing Opportunity Development Corporation (HODC), is a community-

Attachment: ACC 9-8-22 Minutes, Staff Report, and Addendum (6522 : Staff Memo Relating to 1657 Shermer Road)

based organization focused on developing and managing affordable housing in the region.

The smaller parcel located on the northern 1.49 acres of the Subject Property is proposed as being developed by the Co-Applicant as a supportive and affordable housing project. The Co-Applicant is proposing to construct a four-story structure consisting of 48 units with a mixture of one-bedroom, two-bedroom, and three-bedroom units. This parcel will be financed and constructed separately, but will be designed in concert with the larger parcel to create a cohesive design that compliments one another. The Co-Applicant will own and manage the supportive housing structure upon its completion.

SITE & LANDSCAPE DESIGN

As noted above, the site will consist of two parcels, both of which will be accessed by one main shared driveway off of Shermer Road which will align with Woodlawn Road to the west. There will be a secondary access drive on the south end of the Subject Property onto Shermer Road as well. The Applicant is proposing to install the 10' wide sidepath along the Subject Property frontage of Shermer Road which the Village is currently in the process of planning for having installed from Walters Avenue south into Glenview on the east side of Shermer Road. In addition to installation of the sidepath, the Applicant is also proposing to install a small paved area at the PACE stop on Shermer in front of the Subject Property.

The proposed site plan includes sidewalks along the shared driveway into the site which interconnect the two lots, buildings, and parking around the site. The sidewalks and walking paths on the Subject Property will be privately owned and maintained. The Applicant has also included 63 on-site parallel parking stalls located around the perimeter of the shared driveway which will be privately maintained. There are also two areas in proximity the smaller residential building on the north where fire lane access drives are proposed to appear as parallel sidewalks.

The Applicant has included a preliminary landscape plan which includes installation of over 100 new trees, two detention basins which will have native landscaping incorporated into the design, landscaped recessed courtyards within the larger building, and foundation landscaping around the buildings.

The Applicant is proposing to maintain the existing fence on the north property line as well as install a row of plantings as a proposed means of buffering the existing residential to the north on Oak Avenue. The Commission will want to discuss if the proposed design is adequate in providing screening to the adjacent properties, screening of the parking lots from Shermer Road, and if the proposed lighting is architecturally integrated into the building style and material while not being directed off site.

Included with the material submitted by the Applicant is the preliminary photometric plan which must comply with the Village requirement that the light spillage not exceed 0.5 footcandles at a residential lot line, as well as that the fixture design does not cause glare to be cast off of the Subject Property. The photometric plan also includes images and product details for the proposed ground mounted pole lights the Applicant intends to install around the site.

BUILDING DESIGN

The Subject Property is proposed to contain three buildings, the smallest of which is the commercial structure along Shermer Road which will be sited in front of the largest residential structure. The Applicant has included the material information in the attached submittal which states that both of those structures will be constructed out of the same materials for cohesiveness. The large residential building will be constructed with two shades of brick, granite base, with fiber cement and cast stone accents. These same materials will be used on the small commercial building. The granite base is a darker grey with black tones in it, while the fiber cement panels will be black. The ornamental light fixtures will also be black in color.

The facades of the large residential structure are broken up with recessed niches containing balconies,

Attachment: ACC 9-8-22 Minutes, Staff Report, and Addendum (6522 : Staff Memo Relating to 1657 Shermer Road)

while other walls have hung balconies that extend beyond the building façade. In addition to the façade designs that create depth on the wall expanses, the Applicant has also designed the building with four courtyards that reduce the length of wall expanses overall in the building design. There are also parts of the façade that have a slight setback for the fifth floor that creates patio space with a pergola cover over those areas. This pergola design is repeated on the first floor over entry features. Some of the first floor units will have patios enclosed with a fence. All of the mechanical equipment will be screened between the location placement on the roof and the parapet wall. While the building is five-stories in height, there are several stairwells that extend above the 58' top of roof resulting in an overall height of 70' at those portions of the building. These stairwells are located central on the roof and would not cause the building to appear 70' tall.

The smaller commercial building is a single-story building with roof top dining option that will have a pergola design as well which assists in tying the design of the larger building to the smaller commercial structure. The building will be constructed of the same materials, color palette, and light fixture design. In addition to the roof top dining, it is anticipated that there will be an outdoor dining patio as well at grade.

The small residential apartment building is proposed to be four-stories in height and will also be constructed of the same materials as the larger building, but with two tones for the fiber cement panels, one in a black shade while the other appears blue (samples will be presented at the meeting). While the smaller building will have fewer variations of façade depth, the building will have a pergola design on the front façade first floor flanking the main entrance.

Both the larger and smaller residential buildings are proposed to be constructed with numerous sustainability design elements, including but not limited to a green roof on the larger building and plans to obtain National Green building Standard's Silver certification for the smaller building. More details of the sustainable features can be found in the Applicant's written narrative and the sustainability addendum included with this report.

SUSTAINABILITY

Following the adoption of the Climate Action Plan (CAP), it is important to reference action items found in the CAP as they relate to development proposals. The Village's Sustainability Coordinator has drafted a Sustainability Addendum attached to this report, which goes into further detail on CAP items that are relevant to the Subject Property and the proposed plan, along with a written response regarding how the Applicant is addressing the action items.

SUMMARY

In reviewing this request, we suggest the Commission consider the following policy questions:

1) Is the proposed site configuration adequate for access to both vehicles and pedestrians? Is the on-site circulation appropriate for the uses located on the Subject Property?

2) Does the landscape plan adequately address screening on all sides of the Subject Property from the adjacent existing properties, Specifically the screening to both the north and south which is adjacent to existing residences?

3) Is the bulk, height, and massing of the buildings appropriate for where the structures are sited on the Subject Property and the within the context of the surrounding area?

    a) Do the buildings have sufficient architectural design that breaks up the massing, limits the expanse of building faces, and provide varied materials?

    b) Do the buildings relate to one another on the Subject Property, as well as to the surrounding context?

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c) Is there an adequate rhythm of solids and voids on all facades?

d) Are the buildings designed with a pedestrian scale that creates visual appeal at the street level?

e) Are the proposed building materials and colors appropriate for all three buildings?

4) Is there adequate open space on the Subject Property?

5) Do the buildings appear cohesive in design, scale, and color palette?

The Applicant and staff will attend the September 8, 2022 Architectural Control Commission meeting to answer any questions.

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MEMORANDUM
VILLAGE OF NORTHBROOK
DEVELOPMENT AND PLANNING SERVICES DEPARTMENT

TO: ARCHITECTURAL CONTROL COMMISSION

FROM: TESSA MURRAY, SUSTAINABILITY COORDINATOR

DATE: SEPTEMBER 8, 2022

SUBJECT: PCD-22-08: 1657 SHERMER ROAD– LMC/HODC MIXED USE PROJECT – SUSTAINABILITY ADDENDUM TO STAFF REPORT

Northbrook's Climate Action Plan (CAP) calls to foster sustainability and reduce 80% of community-wide carbon emissions by 2050 through strategic planning and action item implementation. With CAP adoption, development proposals are reviewed with respect to best environmental practices.

Village staff provided Sustainability Comments in response to all submittals for the proposed planned development solely regarding applicable measures from the CAP. Staff confirms the proposed project partially addresses Climate Action Plan items requested of the Applicant.

Of the CAP items presented to the Applicant, 79% were realized to the extent detailed below. The following 5 CAP recommendations for the Applicant were not achieved: 2H, 4B, 5A, 5B.

Under each section are a list of applicable action items from the CAP as they relate to the proposed development. Items noted in italics under each section are referencing what the Applicant's submittals have stated that they intend to include in the development.

1) TRANSPORTATION AND LAND USE

- **1A:** Create opportunities to reduce tailpipe-emitting vehicles in the community by reserving a percentage of parking spots for electric vehicle charging.

  LMC intends to install 20 electric vehicle charging stations with inclusion of infrastructure for an additional 25 stations as demand increases.

  HODC plans to install 1 electric vehicle charging stations with inclusion of infrastructure for 1 additional station.

- **1B:** Encourage public transport through making residents aware of nearby PACE 422 and Metra routes plus reduced fare opportunities.

  LMC plans to install a virtual screen in our ground level lobby that runs live train/bus times for the resident's convenience.

  HODC's Service Coordinator proposes providing flyers and work directly with tenants for access to transportation.

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The Applicant is also proposing to pave an area along Shermer Road where the PACE stop is currently located in front of the Subject Property.

- **1C:** Provide sheltered bicycle parking; coordinate efforts with Shermer Road Sidepath construction to promote active transportation through bike and pedestrian-friendly design.

  LMC intends to include ample covered and secured bike parking as well as a 10' walking/bike path on the west edge of the property, connecting to the north south pedestrian path on Shermer Rd.

  HODC plans to provide parking for a minimum of 16 bikes.

2) BUILDINGS AND ENERGY

- **2A:** Design building in alignment with a third-party green building certification.

  LMC proposes its multifamily building will seek Green Globes Certification (2 globe target).

  HODC plans to seek Enterprise Green Communities Certification.

- **2B:** Consider inclusion of renewable energy installation to offset all or a percentage of building carbon footprint. Work with C-PACE, the Illinois Power Agency Adjustable Block Program, or similar for incentives.

  LMC states that after discussing options with the recommended groups, mentioned above, LMC has decided to not pursue renewable energy installation at this time. The hesitation is due to impact to development schedule and financing complications, both on up-front hard costs and recapture timelines.

  HODC states they will not pursue renewable energy options at this time.

- **2C:** If 2B will not be realized, assess whether proposed development is amenable to future solar installation in terms of building orientation, roof slope, size, and load considerations.

  LMC proposes electrical infrastructure and structural capacity to keep the option open for future install.

  HODC states it may be possible to install solar panels in the future based on the favorable east/west orientation of the building and having a flat roof.

- **2D:** Strive for zero on-site fossil fuel combustion using electric HVAC, cooktops, ovens, laundry, and water heating for domestic and pool use.

  LMC and HODC propose almost fully electric residential units, with inclusion of the following: electric HVAC, electric water heaters, and electric laundry, as well as possible inclusion of electric cook tops.

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- **2E:** Work with ComEd Energy Efficiency or similar programs for incentives to advance items such as high efficiency HVAC, building envelope, Energy Star appliances, and insulating windows with U-factors at .30 or lower. Strive for 100% LED interior and exterior lighting.

  LMC plans to engage ComEd to participate in their energy efficiency program. The proposed multifamily community will utilize a full LED lighting package with occupancy sensors in select locations (garage/closets/corridors). The proposed community will utilize Energy Star appliances and hit the desired U-factors.

  HODC plans to utilize ComEd's Affordable Housing New Construction program for energy efficiency. The building will use high-efficiency permanently installed lighting for recessed light fixtures, lighting controls, lighting power density, and exterior lighting. The HODC project will seek certification through Energy Star Multifamily New Construction and install Energy Star clothes washers and refrigerators.

- **2F:** Prioritize sustainable materials throughout development, including pavements, structural components, utility services, and appliances. This includes maximizing recycled content, domestic production, and lower embodied carbon costs of materials. If applicable, commit to warm mix asphalt and low or zero-VOC paints.

  Applicant response to this item states intention to track material usage as part of the Green Globes certification process.

- **2G:** Reduce urban heat island effect through measures such as "cool" roofs, reflective or permeable surfacing, and adequate shade trees in parking area.

  LMC proposes a combination of white reflective roof, green roof, and permeable surfacing on its multifamily building.

  HODC plans to include reflective roof on its multifamily building.

- **2H:** Allow safe passage of birds through intentional site design. Exterior lighting should have Dark Sky compliance with features such as hooded lanterns, warm-colored LED, and motion-sensor technology. Consider window glass that minimizes bird disorientation.

  Applicant's Photometrics Plan submittal meets all IDA criteria except for warm-colored lighting specifications: CCT is greater than 3000 K.

3) WATER AND WASTEWATER

- **3A:** Utilize WaterSense and low-flow water fixtures where applicable.

  LMC and HODC intends to include low flow fixtures in select applications, specifically in public amenity zones.

- **3B:** Control runoff with combination overland flow, detention, and infiltration strategies (for example, native landscaping or permeable pavers).

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Applicant has worked with Village Engineers for compliance with stormwater management, and will include some native landscaping.

- **3C:** Provide statement for water conservation measures to be taken into account with pool installation, such as windbreaker walls and shading with trees or solar pool covers.

  Applicant states the pool is centrally located in a courtyard, minimizing wind impact plus intentions to investigate solar pool cover usage.

- **3D:** Include moisture sensors in landscaping irrigation installation. Consider inclusion of rainwater capture techniques for landscape irrigation.

  LMC plans to include moisture sensors for landscaping irrigation in select locations and assessment of rainwater capture techniques within the community garden.

  HODC proposes moisture sensors for landscaping irrigation in select locations.

4) WASTE MANAGEMENT

- **4A:** Cook County's Demolition Debris Diversion Ordinance requires all demolitions to divert 70% of debris from landfills through recycling. Applicant should provide statement as to how they plan to meet Cook County Demolition Diversion compliance.

  Applicant states intention to recycle demolition materials for all eligible materials.

- **4B:** Support increased waste diversion opportunities (compost and recycling). Use a waste hauler with recycling services and communicate accepted items for collection to residents.

  Applicant proposes on-site recycling for HODC, however it is not clear from Applicant submittal whether recycling will be available to residents at LMC. Applicant states due to strict operational concerns, indoor composting will not be an option.

5) GREENSPACE AND ECOSYSTEM

- **5A:** Increase the ability of greenspace to withstand drought conditions through replacement of turf and ornamentals with native prairie and wetland savanna plantings. Strive for at least 70% native species included in Landscape Plans. Protect our natural ecosystems by choosing hardy natives over non-native or invasive plant species.

  Applicant proposes a plant species list that incorporates 65% native plant species or native cultivars and 35% non-native plant species. Applicant proposes the following species that have invasive tendencies: Happy Returns Daylily, Variegated Periwinkle, Lily Turf.

  5B: Implement sustainable landscaping practices through limiting gas-powered equipment usage, inorganic pesticides, and fertilizers.

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Applicant states plans for an assessment of inorganic pesticides and fertilizer usage with their contract service team. Applicant states limiting gas-powered equipment for maintenance is not likely given the size of the site.

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Plan Commission

Plan Commission

~ Minutes ~

1225 Cedar Lane
Northbrook, IL 60062
www.northbrook.il.us

Debbie Ford
(847) 664-4013

Tuesday, October 18, 2022 7:30 PM Village Hall

1. CALL TO ORDER

Attendee Name	Title	Status	Arrived
Caitlyn Culbertson	Village Attorney	Absent	
Steven Elisco	Chairperson	Present	
Jeff Sandler	Commissioner	Present	
Jeremy Melnick	Commissioner	Present	
Mark DeBartolo	Commissioner	Present	
Allen Morgen	Commissioner	Present	
Amy Torf	Commissioner	Present	
Eric Schwager	Commissioner	Present	
Ken Walden	Commissioner	Present	
Keri Halperin	Commissioner	Present	
Chan Yu	Deputy Director	Present	
Swati Pandey	Planner	Absent	
Michaela Kohlstedt	Director	Present	
Stewart Weiss	Village Attorney	Present	

2. MINUTES APPROVAL - September 20, 2022

Commissioner DeBartolo moved, Commissioner Morgen seconded the motion to approve the minutes. On voice vote, all were in favor.

3. COMMUNITY PLANNING REPORT

Michaela Kohlstedt, Director reported the Village Board approved the Toyota project and renewed the special permit for Providence Farm. She requested the Commission Members complete the emailed internet training this week.

4. HEAR FROM THE AUDIENCE

5. REVIEW OF NEW APPLICATIONS

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

A. **PCD-22-08: 1657 SHERMER - PLANNED DEVELOPMENT (First Public Hearing). An application filed by Quarterra Multifamily Communities, LLC as contractual purchaser of 1657 Shermer Rd which is owned by the Village of Northbrook along with Housing Opportunity Development Corporation for the purpose of authorizing the following zoning relief to allow construction of planned development: A) Rezoning from I-1 Restricted Industrial & R-5 Single Family to the Village Green Residential & Commercial District; B) Zoning Code Text Amendment to allow an Increase in Maximum Height from 45' & 4 stories to 70' & 5 stories; C) Special Permit for a Concept Planned Development; D) Special Permit for More than One Principal Structure on a Zoning Lot; E) Special Permit for a Restaurant; F) Special Permit for Outdoor Seating Accessory to Eating Place; G) Tentative Plat of Re-Subdivision for 2 Lots; H) Approval of the following Variations: 1. reduce required number of loading spaces from 1 to 0; 2. reduce required front yard from 10' to 2'; 3. reduce required interior yard from 5' to 1'; 4. reduce required rear yard from 20' to 15' on south parcel & from 20' to 4' on the north parcel. I) Waiver of Zoning Code Requirement for parking garage ramps not to exceed 8% slope to allow a 15% slope; J) Approval of the following exceptions: 1. Reduce required lot area per dwelling unit from 1,815 sq ft to 1,100 sq ft; 2. Reduce required number of parking spaces for an affordable housing apartment from 2 to 1.25 spaces per unit; 3. Reduce required number of parking spaces for an apartment building from 2 to 1.5 spaces per unit; 4. Not require installation of wheel stops; 5. Increase the maximum permitted parking garage slope from 5% to 6%; 6. Increase the allowable area of ground signs from 25 sq ft, but not to exceed 100 sq ft per sign face; 7. Increase the number of ground signs permitted, & decrease the required space distance. K) Site Plan Approval; & L) Approval of any such other zoning relief.**

Michaela Kohlstedt, Director discussed an application submitted by Quarterra Multifamily Communities, LLC, for the property located at 1657 Shermer Road. The property is zoned I-1 (Restricted Industrial) and R-5 (Single-family Residential). The Comprehensive Plan's Future Land Use designation is Major Corridor Multi-Use, and the subject property is 10.38-acres (zoned I-1). During the pandemic, the Village used the property to house equipment, and operated a vaccination site. She provided a brief overview of the property sale; the Village selected Quarterra Multifamily Communities, LLC, to purchase the property.

The applicant is proposing to build a 335-unit luxury apartment development, with a 6,500 square foot retail building. Furthermore, the applicant plans on donating 1.49 acres to a non-profit entity named Housing Opportunity Development Corporation (HODC). The Village Board expressed concern regarding the following: six-story parking structure, parking slope, connection to Downtown, parking variation, accessible parking, and delivery schedule. The applicant submitted the following design modifications: reduced parking structure to five-stories, green/reflective roofing material, several sustainable elements, 10-foot-wide multi-modal side path, accessible parking stalls, and increased affordable housing units to 48-units. The Architectural Control Commission (ACC) recommended approval of the concept plan with two conditions.

The site plan includes 490 parking stalls with several ADA spaces, and the retail building will have 51 dedicated parking stalls. She provided a brief overview of the site plan details (roof heights/elevations, amenities, site access, landscape design, and delivery sites). Furthermore, the Village Traffic Consultant reviewed the traffic study and approved the traffic methodology. The Village received a letter from School District 30 stating the projected student numbers in the application was lower than the districts projected numbers; however, the district believes the students will be able to be incorporated into the schools. She noted the requested relief/primary issues the Plan Commission should consider.

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Commissioner DeBartolo asked why the applicant choose VGRC instead of RLC. Ms. Kohlstedt explained the RLC District would not allow a restaurant. The VGRC District allows several commercial uses and setbacks. The Shermer Place development is the only property located in the RLC District.

Commissioner Sandler asked if a preliminary review was conducted for the property down the street. Ms. Kohlstedt responded yes, the Village conducted a preliminary review; however, the applicant never filed a formal application. The property is currently zoned I-1.

Commissioner Sandler asked what formula was used to determine restaurant parking. Ms. Kohlstedt explained restaurant parking is based on seating and staffing.

Commissioner Morgen asked how many people worked in the complex when the site was occupied by Granger. Ms. Kohlstedt responded she does not know.

Steve Pautsch, Civiltech (Village Traffic Consultant) stated he counted the spaces and has estimated somewhere between 400 and 600 parking spaces at the Granger site.

Chairman Elisco asked what is located at the other site. Ms. Kohlstedt responded Gateway Townhomes.

Chairman Elisco requested clarification regarding the difference between a variation and exception. Ms. Kohlstedt explained how exceptions are generally only granted through planned developments.

Village Attorney Stewart Weiss commented the Village Zoning Code has limited regulations for granting variations. He noted exceptions are commonly used in planned developments to accommodate unique situations (mixed-use developments).

Ms. Kohlstedt noted exceptions are not allowed for the following: height, FAR (floor area ratio).

Katriina McGuire, Zoning Counsel with Thompson Coburn, 55 East Monroe, Chicago, IL, thanked Village staff for their hard work on the development project. She introduced several colleagues in attendance.

Jeff Woll, Vice President of Development with Quarterra, 151 North Franklin, Chicago, IL, provided a brief overview of the company operations and partnerships. The company has a strong in-house management team, and they take pride in developing high quality developments in communities.

Richard Koenig, Executive Director with Housing Opportunity Development Corporation (HODC), 5340 Lincoln Avenue, Skokie, IL, stated the non-profit organization specializes in affordable housing developments. The company has developed affordable housing opportunities in eighteen communities surrounding Northbrook. HODC will be partnering with Quarterra Multifamily Communities, LLC, to create affordable housing opportunities in the Northbrook community.

Patrick Cusack, Principal with Antunovich Associates, 224 West Huron, Chicago, IL, provided a brief overview of the site plan details. He noted the yard dimensions in the site plan are dedicated to parking stall locations, and the smaller dimensions are considered surface parking spaces. He reiterated the site plan modifications, such as the reduced parking structure to five-stories. Furthermore, he discussed the proposed building heights, and high-quality luxury design. The tenants will have easy access to transportation, and 1.5 acres will be donated to a non-profit entity named Housing Opportunity Development Corporation; to construct 48 affordable housing units. The ACC recommended approval of the concept plan with two conditions.

Michael Worthman, Principal with Kenig, Lindgren, O'Hara, Aboona, Inc., 9575 West Higgins Road, Rosemont, IL, stated they were hired to perform a traffic study. He provided a brief overview of the site plan details. The traffic study was based on methodology accepted by the industry. The three-

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

phase traffic study will evaluate the following: existing conditions, traffic characteristics of the proposed development, and roadway impacts. Furthermore, the local schools morning/evening commuter peak periods were included in the study.

He summarized the traffic volume characteristics and access drives. The data shows the site is estimated to generate 35-40 additional trips in the morning/evening peak hour. He noted the two access drives will have separate left-turn lanes on Shermer Road. The roadway system has capacity to accommodate the traffic generated by the proposed development. The applicant will be making several improvements, such as the shared bike path and bus stop. Furthermore, the Village Traffic Consultant reviewed the traffic study and approved the traffic methodology.

Matt Mobile, V3 Company, 7325 Janes Avenue, Woodridge, IL, spoke on the benefits of the civil engineer design. The development includes ample green space (30% green space) and 80% water runoff reduction.

Jeff Woll summarized the developments infrastructure/improvements. He noted they plan on scheduling a one-week discovery tour to visit every apartment building in the community. The development will attract future empty nesters and professionals. The apartments will be offered at market rate, and short-term leases will be offered only under special circumstances to existing tenants. He provided a brief overview of the apartment operations and amenities.

Mr. Koenig spoke on the development's amenities and diversified housing opportunities. The target population is individuals with low income, and the application process includes a credit evaluation to attract high quality tenants.

Jeff Woll commented the development will generate $1.34 million in school tax revenue, which is a Village surplus of $320,000; plus, a cash impact fee of $300,000. The development is projected to produce less students and provide diverse housing stock in Northbrook. He provided a brief overview of the Village benefits, such as annual tax revenue and job creation.

Ms. McGuire stated the proposed development project complies with the Comprehensive Plan (Major Corridor Multi-Use). The goal is to create a more diverse housing stock and contribute to the housing demand. The development meets the standards of the zoning ordinance, and the project will not adversely impact the community. The requested relief will contribute to achieving a successful development.

Commissioner DeBartolo asked what the rental rate is for a three-bedroom. Furthermore, he asked if they have a restaurant tenant. Mr. Woll responded he does not know the rental rate at this time, and they have not secured a tenant for the restaurant.

Commissioner DeBartolo asked if short-term leases are considered under a special circumstance for all their development projects. Mr. Woll responded the short-term criteria is a standard for all their projects. The apartment management team will make exceptions for short-term leases under special circumstances to existing tenants.

Commissioner Melnick asked how many months is considered a minimum lease. Mr. Woll responded 12 months.

Commissioner DeBartolo asked what the occupancy rate is for Illinois. Mr. Woll responded 92%-94% occupancy.

Commissioner DeBartolo requested clarification on the construction timelines. Mr. Woll responded the total construction timeline is 24-months. The plan is to start construction on the large building first, and the HODC will be constructed during the second 12-month period.

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Commissioner DeBartolo asked where the guest parking is located. Mr. Woll responded the 64-parking spaces located around the parameter are considered and encouraged for guest parking.

Commissioner Schwager asked how the applicant plans on managing an overflow of holiday parking and guest parking. Mr. Woll explained the development will have ample parking signage, and they will enforce penalties. He anticipates the guest parking will not exceed 20-parking stalls. Furthermore, they do not know what the parking demand will be for the restaurant.

Commissioner Halperin asked if parking is included with the unit. Mr. Woll responded parking is considered an additional charge.

Commissioner Sandler requested more information regarding staffing. Mr. Woll responded three leasing agents and a full-time manager will be onsite during working hours. He noted they do not have information regarding evening staffing at this time. Furthermore, the onsite maintenance team consists of two engineers and three support staff members, so anywhere between 8 and 12 people onsite full-time.

Mr. Koenig noted the onsite staff will consist of management and maintenance.

Commissioner Sandler asked if they would have resident preference for the HODC building. Mr. Koenig explained the Federal Fair Housing Laws do not allow preferences.

Commissioner Sandler asked where the snow is projected to accumulate on the property. Mr. Woll responded the snow is project to accumulate in the southeast corner (retention pond area). The goal is to not lose parking due to snowfall.

Commissioner Sandler asked if the vehicle charging stations will be located in the parking structure. Mr. Woll responded yes; the charging stations will be distributed throughout the parking structure.

Commissioner Sandler asked if the Fire Department signed-off on the development project. Ms. Kohlstedt responded yes; the proposed development was conditionally approved by the Fire Department.

Mr. Woll clarified the entrance locations with Commissioner Sandler. The front entrance will have a controlled access point for guests, and residents will be given an RF ID reader to utilize the garage.

Commissioner Morgen asked why they choose to construct one large building. Mr. Woll explained the building evaluation process. The large building design complemented the parking requirements and screened the parking garage.

Commissioner Morgen asked if the applicant evaluated flipping the building design. Mr. Woll responded yes; the project first started with the flipped design. The design was modified due to the train noise.

Commissioner Morgen questioned what they plan on utilizing the restaurant spaces for if they are unable to secure a tenant. Mr. Woll explained they have evaluated the risks behind a restaurant experience; however, if they are unable to secure a restaurant tenant, they plan on subdividing the space.

Commissioner Morgen asked if a traffic light will be installed on Shermer Road. Mr. Worthman responded the volume of traffic did not meet the warrant for a traffic light. He believes the developments size will not generate a need for a traffic signal in the future.

Commissioner Torf requested more information regarding reserved parking and the process for tenants with more than one vehicle. Mr. Woll explained individuals must have a guest pass to park in the ring road, and they plan on incorporating a reserved parking component.

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Commissioner Torf asked how the applicant determined a high occupancy rate. Mr. Woll responded a demographics and comps study was performed to determine a target demographic. The estimated occupancy rate is 93%-94%.

Commissioner Walden asked if the applicant met with the residents in the community. Mr. Woll responded no.

Commissioner Walden asked if the applicant performed a study regarding the developments impact on property values. Mr. Woll responded no.

Commissioner Walden asked if the proposed 6% parking slope complies with the Fair Housing Acts accessibility requirements. Mr. Woll responded the parking slope will be evaluated for compliance with the Fair Housing Act.

Commissioner Walden expressed concern regarding the steepness of the slope. He asked how many elevators will be installed in the affordable housing complex. Mr. Koenig responded two elevators.

Commissioner Walden noted the Fair Housing Act requires all the units to be accessible. Mr. Koenig responded the units will be accessible, and the building will have several type A units (physically handicap accessible units).

Commissioner Walden asked if the plan includes an elevator that accesses the rooftop on the larger building. Mr. Woll responded no; the elevator is for maintenance/emergency access only; the rooftop and greenroof is not a public area.

Commissioner Walden asked if the plan includes an elevator for the restaurant rooftop. Mr. Woll responded yes.

Commissioner Walden requested the applicant incorporate more affordable units into the large luxury building. He questioned why the applicant chose to have a separate building labeled as the affordable housing complex. Mr. Koenig responded the goal is to incorporate affordable housing opportunities. The past development projects incorporate standalone buildings designated for affordable housing. The property management team and service coordinator will connect individuals with disabilities to available resources in the community.

Commissioner Walden asked why the applicant chose not to integrate affordable housing units into the larger building. Mr. Koenig explained how the funding structure through the State of Illinois contributes to the affordable rental opportunities.

Commissioner Walden stated he disagrees with the States Affordable Housing Development Authority's separate building concept for financing approval. Mr. Koenig explained how the separate building was approved for financing to cater to a specific population group.

Commissioner Sandler asked what the process is to change the proposed restaurant use. Ms. Kohlstedt responded the applicant must apply for a new special permit.

Chairman Elisco opened public comment.

Laura Hochstein, 2215 Oak Avenue, spoke in opposition of the proposed development. She expressed concern regarding the following: increased density, proposed commercial uses, and traffic impacts.

Amelia Malick, 1739 Tudor Lane, spoke in opposition of the proposed development. She requested the applicant perform a property value study. She expressed concern regarding the following: decreased property values, charging residents for parking, proposed commercial uses, and site plan design.

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Eleni Katsaulis, 2095 Woodland Road, spoke in opposition of the proposed development. She expressed concern regarding the following: Comprehensive Plan, rezoning request, special permits, increased density, building height, proposed commercial uses, and lack of green space. She requested the Commission take into consideration the residents in the community when evaluating the application.

Mark Paulissian, 2317 Illinois Road, spoke in opposition of the proposed development. He requested more information regarding the following: school spending summary, impact on District 28, emergency services funding, pedestrian safety on Woodland Avenue, and traffic study.

John Valleau, 2058 Woodland Road, spoke in opposition of the proposed development. He expressed concern regarding the following: variation requests, density calculations, restaurant square footage, and traffic impacts. He requested the Commission take into consideration the residents in the community when evaluating the application.

Geoff Sabin, 2015 Farnsworth, spoke in opposition of the proposed development. He expressed concern regarding the following: school overcrowding, traffic impacts, and pedestrian safety.

Ram Ramakrishnan, 2002 Farnsworth Lane, spoke in opposition of the proposed development. He expressed concern regarding the following: loss of privacy, traffic impacts, noise spillage, increased density, and lack of buffering. He requested the Commission allow adjacent property owners to construct a 6-foot fence for privacy/noise buffering, and the installation of a half circle drive on 1680 Shermer Road. Furthermore, he questioned if the applicant performed a property value study.

Jori Rubinson, 1927 Oak Avenue, spoke in opposition of the proposed development. He expressed concern regarding traffic impacts and proposed parking spaces. He questioned if the applicant performed a sidewalk and noise study. Furthermore, he requested more information regarding the traffic study.

Lisa Raju, 1300 Wendy Drive, spoke in opposition of the proposed development. She expressed concern regarding the following: violation of zoning laws, school overcrowding, and proposed occupancy rate.

Kia Vales, 1901 Oak Avenue, spoke in opposition of the proposed development. She expressed concern regarding the following: loss of privacy, increased noise, and loss of green space. Furthermore, she requested the Commission integrate the affordable housing units with the market rate units.

Cindy Lee, 1680 Shermer & Lot 201 Woodland, spoke in opposition of the proposed development. She expressed concern regarding loss of privacy, and pedestrian safety on Shermer. She requested the developer meet with the residents in the community to address concerns.

Lynn Fetta, 2027 Illinois Road, spoke in opposition of the proposed development. She asked what approval stage the project is in and requested more information regarding the traffic study. She expressed concern regarding traffic impacts, and increased density.

Bo Herbst, 1542 Spruce Street, spoke in opposition of the proposed development. He expressed concern regarding the following: increased density, proposed exemptions, lack of green space, and traffic impacts. He believes the developers/shareholders are obsessed with maximizing density to increase profits.

Todd Daniels, 1914 Tudor Lane, stated he is representing Shermer Place Building 2 residents. He expressed concern regarding the following: building height, increased density, traffic impacts, composting, and placement of generators. He requested the Commission make the studies available

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to the public. Furthermore, he requested the developer meet with the residents in the community to address concerns.

Ellen Roboto, 2144 Woodland Road, spoke in opposition of the proposed development. She expressed concern regarding the following: increased density, building height, traffic impacts, security, burdening of emergency services, and electrical grid impact.

Rebecca Armbruster, 2128 Woodlawn Road, spoke in opposition of the proposed development. She expressed concern regarding the following: rezoning request, violation of the Comprehensive Plan, increased density, traffic impacts, pedestrian safety, and school overcrowding. She submitted a petition (close to 500 signatures) opposing the proposed development into evidence.

Jillian Agdern, 1931 Penfold Place, spoke in support of the proposed development. She suggested the following design modifications: incorporate low-income units into the large building, enhance the pedestrian experience along Shermer, and establish a clear entry point.

Lee Chalmers, 1950 Farnsworth Lane, spoke in support of the proposed development. He expressed concern regarding traffic impacts, and parking spillage. He requested the Village install a traffic light between Techny & Walters.

Priscilla Stebbings, 1912 Oak Avenue, spoke in opposition of the proposed development. She expressed concern regarding the following: increased density, parking spillage, increased flooding, traffic impacts, lack of green space, school overcrowding, and loss of privacy. She suggested the Commission consider a two-story townhome development project.

Gary Czechowski, 1906 Oak Avenue, spoke in opposition of the proposed development. He expressed concern regarding the following: increased density, snow removal, and parking.

Mark Kolod, 2043 Woodlawd Road, spoke in opposition of the proposed development. He expressed concern regarding the following: property tax impacts, increased density, traffic impacts, pedestrian safety, and building blocking sunlight. He requested the Commission take into consideration the residents in the community when evaluating the application.

Chairman Elisco explained the preliminary review process. He noted all of the petition exhibits and emailed public comments are available to the public on the website.

Mr. Worthman discussed the traffic study methodology. The traffic study was conducted in May 2022, and traffic counts were conducted during the mornings (7 am-9 am)/evenings (2 pm-6 pm); the study evaluated all new traffic. The Police department will be responsible for enforcement, and they plan on stripping/adding signage to promote pedestrian safety. The Village has the authority to install signage to prohibit through traffic. The improvements include a shared pedestrian path and sidewalks. Furthermore, the Village Traffic Consultant reviewed the traffic study and approved the traffic methodology.

Ms. McGuire commented a study was not performed to determine the impact on property values. The building setbacks are considered the minimal amount, and the building is the same height as Shermer Place. The traffic study was performed to determine road improvements, and the methodology was approved by the Village Traffic Consultant. School District 30 stated the projected student numbers in the application was lower than the districts projected numbers; however, the district believes the students will be able to be incorporated into the schools. She discussed how the Village is revamping the zoning process, and the importance of the amendment process for future projects.

Mr. Woll noted the majority of the public comments regarding density are related to traffic. He

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spoke on the equity investment to build a luxury development in the community. The proposed density will cover the projects expenses. Furthermore, he noted two great partnership opportunities the Village should consider: Metra Lot valet service for restaurant parking, and guest valet garage parking. The site plan includes landscaping with increased buffering, and the restaurant rooftop will only utilize 3,000-3,500 square feet.

A detailed landscape design was provided to the Commission, and the proposed site plan will improve the stormwater management system. Furthermore, they plan on meeting with the residents in the community.

Chairman Elisco requested the applicant clarify why the affordable parking was moved to the back. Mr. Woll explained how the retention ponds played a huge role in the location of the parking spaces and green space.

Mr. Woll noted they will provide additional details to the Commission regarding snow management.

Commissioner Halperin made a motion to close the public hearing; seconded by Commissioner Melnick. On roll call vote, all were in favor. (9 Yes Votes, 0 No Votes)

Commissioner Sandler stated he favors the proposed development project and rezoning request. He believes the applicant would be a great community partner and supports the applicant meeting with the residents in the area. He expressed concern regarding the following: quality of requests, segregated affordable housing units, building height, lot area reduction, high density, restaurant/guest parking, limited ADA parking, proposed signage, and traffic impacts. He suggested the applicant increase screening on the northside parking area and modify the site plan design.

Commissioner Morgen stated he favors the following: development project, building height, and variations. He suggested the applicant remove the restaurant to create more parking and decrease traffic impacts. Furthermore, he recommended the applicant modify the design by flipping the buildings.

Commissioner Torf stated she favors the proposed development project. She expressed concern regarding site parking, and requested the applicant modify the plan to address concerns. She believes the applicant would be a great community partner; and suggested granting the affordable housing residents' access to the amenities in the larger building.

Commissioner Walden stated the proposed development project is too dense. He suggested the applicant reduce the number of units to increase parking and integrate affordable housing; avoid segregation. He expressed concern regarding the building height. Furthermore, he favors the applicant's willingness to meet with residents in the community.

Commissioner Melnick thanked the petitioner and residents for attending tonight's meeting. He supports the proposed rezoning request and applicants' investment in Northbrook. He requested the applicant address the following: density, building height, and traffic.

Commissioner DeBartolo stated the Comprehensive Plan and Village Code is constantly being updated/modified by the Village. He expressed concern regarding the following: parking spillage, traffic impacts, pedestrian safety, increased density, proposed occupancy rates, variations, and building height. He agrees with his fellow Commissioner's comments regarding affordable housing and supports integrating the units. Furthermore, he supports the proposed use and rezoning request. He favors the applicant's willingness to meet with residents in the community.

Commissioner Schwager stated he supports the proposed project. He expressed concern regarding the following: building height, setbacks, and signage.

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Commissioner Halperin concurs with her fellow Commissioners. She thanked the petitioner and residents for attending tonight's meeting. She supports the proposed development project; however, she expressed concern regarding the building height, and density. She suggested the applicant modify the plan to create a smaller development.

Chairman Elisco thanked the petitioner and residents for attending tonight's meeting. He agrees with his fellow Commissioner's comments, and suggested the applicant reduce the front part of the building and increase the height in the backside of the building. Furthermore, he concurs with Commissioner Morgen's comments regarding the flipping of the buildings and eliminating the restaurant. The Village is working on increasing Downtown density; however, the proposed developments density is too high for that far south on the Shermer corridor. He requested the applicant decrease the projects density and integrate affordable housing units; however, if the affordable units cannot be integrated into the main building, they are still being elevated by being part of the whole project in what is hoped to be a prestigious location.

Ms. Kohlstedt asked the applicant if they would like to present changes on November 1, 2022, or November 15, 2022. Ms. McGuire responded November 1, 2022.

Commissioner DeBartolo made a motion to reopen the public hearing on November 1, 2022; seconded by Commissioner Morgen. On roll call vote, all were in favor. (9 Yes Votes, 0 No Votes)

6. OLD BUSINESS

7. NEW BUSINESS

8. ADJOURN

Commissioner DeBartolo made a motion, seconded by Commissioner Halperin to adjourn. On voice vote, a motion to adjourn passed unanimously. Adjourned at 11:24 p.m.

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MEMORANDUM
VILLAGE OF NORTHBROOK
DEVELOPMENT AND PLANNING SERVICES DEPARTMENT

TO: PLAN COMMISSION

FROM: MICHAELA KOHLSTEDT, DIRECTOR OF DPS

DATE: OCTOBER 18, 2022

SUBJECT: PCD-22-08: 1657 SHERMER ROAD – SPECIAL PERMIT FOR PLANNED DEVELOPMENT CONSISTING OF MULTI-FAMILY RESIDENTIAL AND RETAIL

INTRODUCTION

On October 18, 2022 the Plan Commission will conduct the first public hearing for an application filed by Quarterra Multifamily Communities, LLC (the "Applicant") as contractual purchaser of 1657 Shermer Road (the "Subject Property") which is owned by the Village of Northbrook (the "Owner") along with Housing Opportunity Development Corporation (the "Co-Applicant") for the purpose of authorizing the following zoning relief to allow construction of a mixed use planned development consisting of two residential buildings and one commercial structure:

A. Rezoning from I-1 Restricted Industrial and R-5 Single Family Residential to the VGRC Village Green Residential & Commercial District;
B. Zoning Code Text Amendment for Subsection 8-711A of Article VIII – Part VII to allow an Increase in Maximum Height from 45' and 4 stories to 70' and 5 stories;
C. Special Permit for a Concept Mixed Use Planned Development;
D. Special Permit for More than One Principal Structure on a Zoning Lot;
E. Special Permit for a Restaurant;
F. Special Permit for Outdoor Seating Accessory to Permitted Eating Place;
G. Tentative Plat of Re-Subdivision for 2 Lots;
H. Approval of the following Variations:
    1. Variation to reduce required number of loading spaces from 1 to 0;
    2. Variation to reduce the required front yard from 10' to 2' to accommodate parking;
    3. Variation to reduce the required interior yard (south) from 5' to 1' to accommodate parking;
    4. Variation to reduce the required rear yard from 20' to 15' on south parcel and from 20' to 4' on the north parcel to accommodate parking.
I. Waiver of Zoning Code Requirement for parking garage ramps not to exceed 8% slope to allow a 15% slope;
J. Approval of the following exceptions to the Zoning Code requirements in conjunction with a Mixed Use Planned Development application:
    1. Reduce the required lot area per dwelling unit from 1,815 square feet to 1,100 square feet;
    2. Reduce the required number of parking spaces for an affordable housing apartment building from 2 spaces per unit to 1.25 spaces per unit;
    3. Reduce the required number of parking spaces for an apartment building from 2 spaces per unit to 1.5 spaces per unit;
    4. Not require installation of wheel stops in parking stalls that are not adjacent to a curb;

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5. Increase the maximum permitted parking garage slope from 5% to 6% for a parking garage accessory to an apartment building;
6. Increase the allowable square foot area of ground signs from 25 square feet, but not to exceed 100 square feet per sign face;
7. Increase the number of ground signs permitted in a planned development, and decrease the required space distance between signs.

K. Site Plan approval; and

L. Approval of such other zoning relief as may be necessary to accommodate the development of the Subject Property as proposed by the Applicant.

A sign has been posted on the Subject Property indicating the time and date of the Plan Commission public hearing. The Applicant has submitted evidence that the mailed notice requirements of the Zoning Code have been satisfied. The Plan Commission hearing was properly noticed in the September 29, 2022 edition of the Northbrook Herald.

Staff has received several emails from residents stating opposition and one in support of the proposed development. All of the correspondence received prior to distributing the report are attached for reference. Concerns which have been raised include density, traffic, impact on schools, and loss of privacy.

PROPERTY DESCRIPTION

The Subject Property:

- is located on the east side of Shermer Road just south of the Metra station in downtown Northbrook;
- is approximately 10.38 acres in size and contains a single-story industrial warehouse and office building;
- is zoned I-1 Restricted Industrial District with the northern 1.5 acres of the Subject Property zoned R-5 Single Family Residential District;
- the Comprehensive Plan's Future Land Use designation is Major Corridor Multi-Use;
- the surrounding properties zoning and land uses are depicted on the attached Application Summary;
- site contains a 181,289 square foot building with associated parking which was previously used by Grainger as a warehouse and office facility, and most recently used by the Owner for storage and office space during the pandemic;
- is not located within the 100-year flood plain; and
- is located in proximity to an area identified in the Master Stormwater Management Plan as having been appropriate for six various projects, of which four projects have been completed over the last several years.
- The Master Bicycle and Pedestrian Plan designates Shermer Road as a high priority area for installation of a side path along the frontage of the Subject Property. The Village is currently in the design process for a new shared-use side path that is located adjacent to the roadway which is designed to accommodate bicyclists and pedestrians.

BACKGROUND INFORMATION

- Prior to 2018 the Subject Property was owned by Grainger who operated a call center and warehouse distribution facility out of the existing single-story structure.

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- The Village purchased the Subject Property from Grainger on May 9, 2018 for $8 million pursuant to Ordinance No. 2018-5, adopted January 23, 2018 and a First Amendment adopted May 8, 2018.
- Following purchase of the Subject Property, the Village evaluated whether the property would be suitable for relocation of the Metra train station in order to reduce the number of traffic closures caused by Metra trains on Shermer Road. In conjunction with Metra, it was established that a relocation would not necessarily result in less closures and may increase closures on Techny Road, in addition to Shermer Road closures as trains passed. As such, relocation of the Metra train station was not pursued further.
- The Village also conducted a stormwater study to determine if the Subject Property would be a suitable location for a stormwater basin. It was determined that it was not the best location for additional stormwater detention.
- Subsequently, in March 2020 with the start of the COVID-19 pandemic, the Village utilized the vacant office space on the property for multiple public purposes including but not limited to:
    - vaccination clinics in 2021;
    - staff training sites;
    - relocation of some Village staffing operations to the building which allowed for social distancing of employees during the pandemic;
    - provided schools with storage that supported increased social distancing in schools; and
    - food pantry storage.
- On September 28, 2021, the Board of Trustees approved a contract with the professional real estate brokerage firm Cushman & Wakefield of Illinois, Inc., to market the Subject Property for sale following a competitive Request for Proposals (RFP) for Real Estate Brokerage Services to market the Property for sale.
- Since that time, Cushman & Wakefield marketed the property to seek out interested purchasers who would either re-use the existing building, with its existing zoning use, as it stands today, as well as those interested in redeveloping the site for another use, with the understanding that redevelopment for another use would require a purchaser to go through a public process to change the land use and such a change would require a public hearing before the Plan Commission.
- On April 26, 2022, as part of the Regular Meeting of the Village Board, a statement by the Village President announced that Lennar Multifamily Communities, LLC (LMC), now known as Quarterra, was selected to begin negotiation of a real estate transaction and the Village Attorney was asked to prepare a real estate purchase and sale agreement with the Applicant for consideration as soon as the next meeting of the Village Board.
- On May 10, 2022 the Board of Trustees adopted Ordinance No. 2022-21 approving a Purchase and Sale Agreement (PSA) authorizing the sale of the Subject Property to the Applicant. Within the PSA was an outline of the proposed scope of work and an outline of the process for zoning relief to follow.
- On May 24, 2022 the Board of Trustees conducted a preliminary review on the proposed development project. The Board found the proposed development to be generally appropriate for the Subject Property with the following concerns noted to be addressed by the Applicant:
    - Incorporate sustainable design elements;

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- Concern with the six-story building design and slope of the parking garage with an exposed level of parking;
- Explanation for the requested reduction in required parking;
- Flexibility in the proposed affordable and supportive housing plan;
- Evaluate the pedestrian connection between the Subject Property, downtown Northbrook, and the Metra station;
- ADA Parking; and
- Evaluate the delivery service needs of the proposed use.

It should be noted that following the preliminary review the Applicant revised the design of the proposed luxury apartment building prior to filing a formal application. The Applicant reduced a level of parking for the 335 unit apartment building which brought the overall height down from 6-stories to 5-stories, as well as reduced the impact that the weather elements may have on the slopes proposed within the parking garage since it is now entirely enclosed under a roof. The Applicant also included a green roof on the portion of the structure. The Applicant revised the site plan to incorporate the installation of the 10-foot wide multi-modal side path located along Shermer Road in front of the Subject Property. This path is part of a large path system the Village is in the process of working on, and the Applicant will be installing the portion in front of the development in conjunction with the proposed project. Lastly, it should be noted that the affordable housing building increased from a proposed 45 units to 48 units following the preliminary review.

- On September 8, 2022 the Architectural Control Commission (ACC) conducted its review of the proposed development project (draft minutes were not yet approved to share). The ACC found the design of the project to be generally appropriate with an appreciation for the screening of the parking garage, inclusion of sustainable measures, and cohesive design of all three structures. The Commission recommended approval of the concept plan as presented with the following conditions:
  - Comply with the action items listed in the Sustainability Addendum; and
  - HODC add some visual relief to the north side of the four-story building and add granite at the feet of the building as an accent to the entry feature.

PROPOSED PLAN

The Applicant is proposing a planned development, which will consist of two parcels within one zoning lot of record, the larger of which is 8.89 acres and the smaller consisting of 1.49 acres. The Applicant will retain the larger parcel for construction of a 335-unit multi-family luxury apartment building with an indoor parking garage and a 6,500 square-foot commercial building located along the Shermer Road frontage with the intent to be occupied by a restaurant with roof top dining or other similar commercial use with 51 surface parking stalls. The Applicant is proposing to donate the smaller lot to the Co-Applicant who is proposing a four-story multi-tenant affordable and supportive housing apartment building with surface parking for 60 vehicles. This land donation is the Applicant's proposal for an alternative means of compliance with the Village's affordable housing plan.

The 335-unit residential building will consist of a five-story building wrapped around 490 parking stalls located in a fully enclosed parking garage. The 335 units will consist of the following unit types:

- 66 studios
- 111 one-bedroom
- 38 one-bedroom plus den

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- 84 two-bedroom
- 36 three-bedroom

The majority of the building height is approximately 61-64' to the top of the parapet (58' to the roof deck). The Applicant is requesting relief which involves an amendment to allow an increase in height to 70' which is to accommodate the top of the interior stairwells which accesses the roof in several locations. The roof will contain a mixture of green roof plantings and reflective materials in response to action items in the Climate Action Plan. The interior of the building will have business facilities, exercise rooms, bicycle storage and repair space, as well as resident lounges. The design of the structure also includes various outdoor courtyard areas, which will be programmed with items including a children's play area, pool, and garden space. The building will have onsite staffing operating Monday-Friday 10am-6pm, Saturday 10am-5pm, and Sunday 11am-5pm. It should also be noted that the Applicant is proposing to seek Green Globes (2 Globe) certification for the proposed building.

In regards to deliveries and move-in/move-out services for the large apartment building, the Applicant has stated in the attached narrative that majority of move-in/move-out will occur within the parking structure where a designated loading area has been included. There are three other loading areas located around the exterior perimeter of the building, one on the northeast corner of the building, one on the northwest side, and the other located near the southeast corner of the building. The residents and management on designated and noted days and times for use for moving vehicles would reserve these areas. When not needed for moving vehicles, the spaces shall be utilized as additional on-site parking for the development. The site design also includes an additional loading area on the southwest side of the building which is designated solely for delivery vehicles such as UPS, FedEx, and Amazon, as well as an area for ride sharing vehicles to drop-off/pick-up riders. This area is in proximity to the lobby which will be staffed allowing for monitoring of the space for use by delivery and ride-sharing vehicles. This location for package delivery is also in proximity to the proposed package storage room for residents.

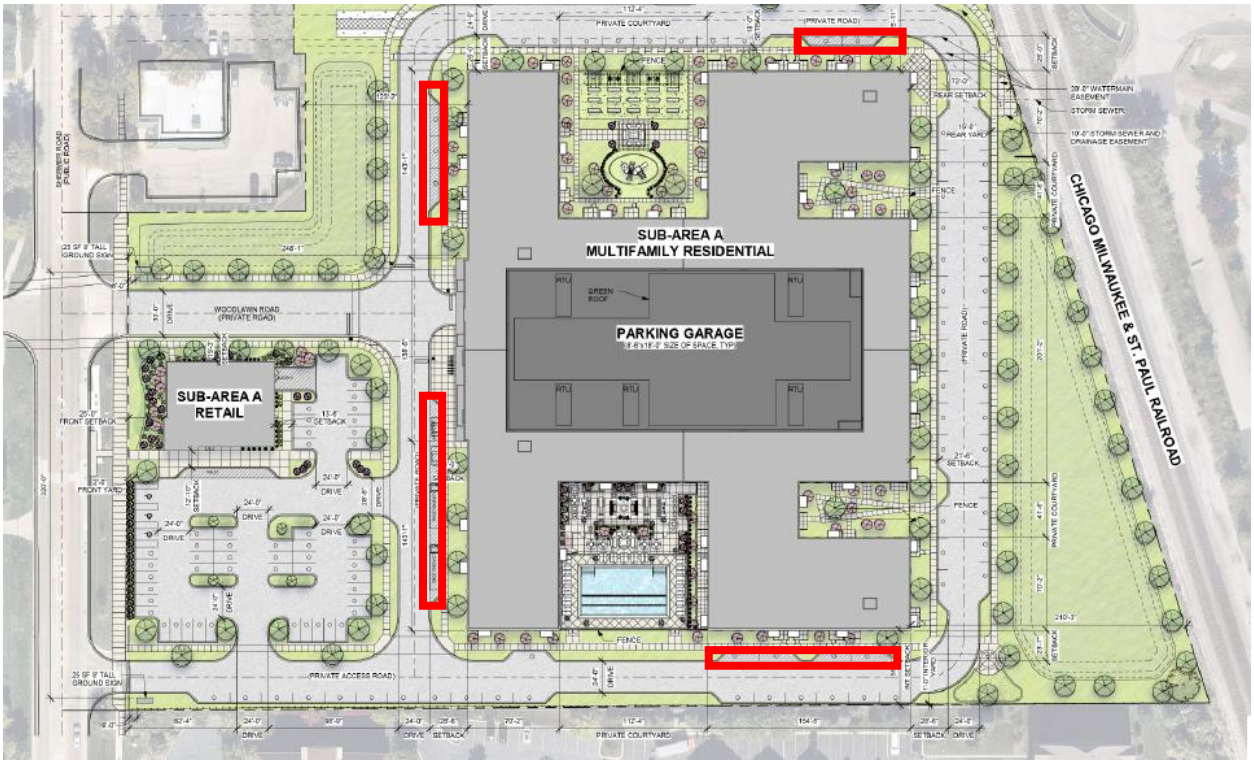

Figure 1: Loading Areas outlined in red

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Also located on the larger parcel will be an approximately 6,500 square foot retail structure that is intended to be occupied by a high-end restaurant with rooftop dining. While there is currently no tenant identified, the site is designed to accommodate commercial users with a designated drop off area in front of the building, a loading area for access to trash is also located on the east side of the structure.

The entire 8.89 acre parcel will share the 64 parallel parking stalls located around the shared access drive of the parcel for use by residents and their guests.

As noted earlier in the report, the Applicant is donating 1.49 acres of land to the Co-Applicant for use for affordable and supportive housing. The Zoning Code requires that residential developments provide 15% of the units proposed as affordable, or request an alternative means of compliance. In this instance the Applicant is requesting an alternative means of compliance through the method of a land donation, but it should be noted that the Applicant is also proposing to set aside 5 of the 335 units as affordable units in the larger building.

The Co-Applicant is proposing to construct a four-story structure on the 1.49 acres which will consist of 48 apartments for affordable and supportive housing needs. The unit breakdown is proposed as follows:

- 19 one-bedroom
- 17 two-bedroom
- 12 three-bedroom

This proposed structure will consist of on-site management office, a community room, outdoor play area, tenant storage spaces, and on-site laundry. The site includes 60 parking stalls which the Co-Applicant has explained as sufficient parking for the proposed use and unit mix. The Co-Applicant has stated in the attached narrative that the building will serve low income households and at least half of the units will be reserved for persons who have a disability or households with a family member with a disability. The Co-Applicant has also stated that the building will be energy efficient and constructed to obtain National Green building Standard's Silver certification. The building will be staffed Monday-Friday 9am-5pm with an emergency call center for afterhours.

Lastly, the smaller parcel will also include a designated loading area for deliveries, ride-sharing, and move-in/move-out trucks.

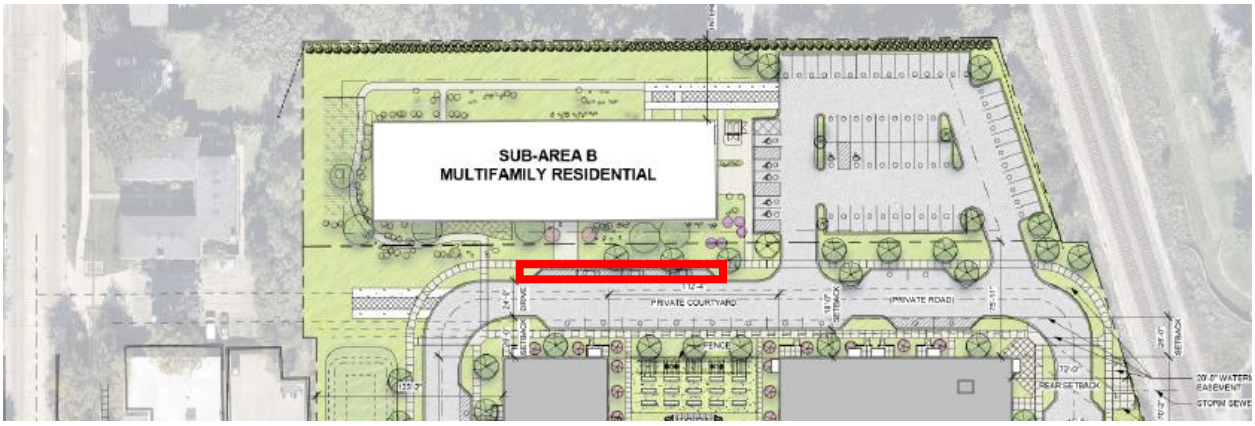

Figure 2: Loading Area outlined in red

The Subject Property will be accessed by two driveways off Shermer Road. The main access drive is centrally located on the Subject Property, and aligned with Woodlawn Road to the west, accessing an interior shared looped driveway around the entire Subject Property to both residential projects and the retail site. The secondary access driveway off Shermer Road is located on the southern end of the Subject Property connecting to the interior shared driveway circulating the Subject Property.

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The overall site design includes green space adjacent to the main entrance and proposed supportive housing structure on the northwest side of the site, as well as additional landscaped green space and a retention pond on the southeast corner of the Subject Property. The proposed 6,500 square-foot retail building is located on the western side of the Subject Property adjacent to Shermer Road to assist in maintaining a pedestrian scale along Shermer Road.

REQUIRED ZONING RELIEF

Rezoning, Zoning Code Text Amendment, and Tentative Plat of Re-Subdivision

As previously mentioned, the Comprehensive Plan designates the Subject Property as appropriate for Major Corridor Multi-Use which is intended for higher density multi-family housing and commercial activity.



Figure 3: Comprehensive Plan Excerpt

Since the Subject Property is currently zoned I-1 Restricted Industrial and R-5 Single Family Residential, the Applicant is requesting a rezoning to the Village Green Residential and Commercial District (VGRC).

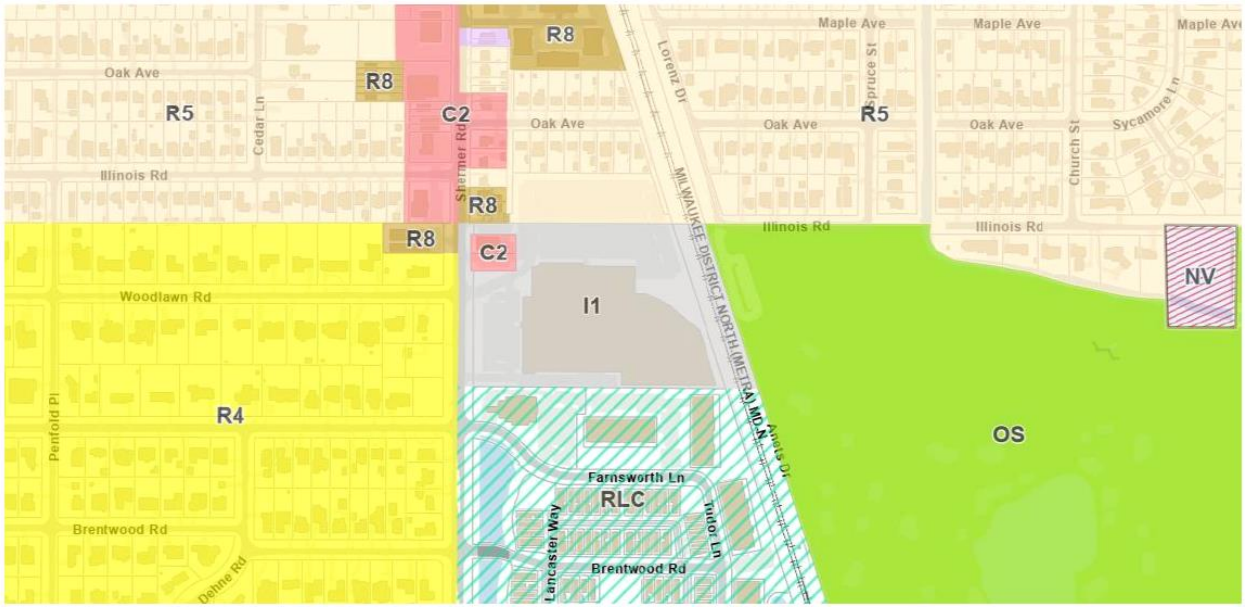

Figure 4: Zoning Map Excerpt

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When considering to rezone a property (a Zoning Map amendment), the Zoning Code includes the following factors to consider when determining whether or not to rezone a property:

a) The existing uses and zoning classifications of properties in the vicinity of the subject property.
b) The trend of development in the vicinity of the subject property, including changes, if any, in such trend since the subject property was placed in its present plan designation or zoning classification.
c) The extent to which the value of the subject property is diminished by the existing plan designation or zoning classification applicable to it.
d) The extent to which such diminution in value is offset by an increase in the public health, safety and welfare.
e) The extent, if any, to which the use and enjoyment of adjacent properties would be affected by the proposed amendment.
f) The extent, if any, to which the value of adjacent properties would be affected by the proposed amendment.
g) The extent, if any, to which the future orderly development of adjacent properties would be affected by the proposed amendment.
h) The suitability of the subject property for uses permitted or permissible under its present plan designation and zoning classification.
i) The availability of adequate ingress to and egress from the subject property and the extent to which traffic conditions in the immediate vicinity of the subject property would be affected by the proposed amendment.
j) The availability of adequate utilities and essential public services to the subject property to accommodate the uses permitted or permissible under its present plan designation and zoning classification.
k) The length of time, if any, that the subject property has been vacant, considered in the context of the pace of development in the vicinity of the subject property.
l) The community need for the proposed map amendment and for the uses and development it would allow.

The materials submitted by the Applicant include a statement of justification for requesting the Zoning Map amendment. The surrounding uses of the Subject Property include office, retail, and service uses along Shermer Road, as well as the mix of both single and multi-family residential to the south, north, and west. The current I-1 Restricted Industrial zoning is not consistent with the surrounding uses.

In addition to the request for the rezoning, the Applicant is also seeking approval of a tentative plat for a two-lot re-subdivision of the Subject Property. The Applicant is creating the separate lots so that each entity will have its own lot. The Applicant will be providing the Village with easements to provide access to the underground detention vaults in the event the Village would need access to ensure they are functioning properly. The plat would also include access easements for the smaller parcel on the north to be accessed through the larger parcel with the shared driveway system proposed for the Subject Property. Though each entity will have its own lot, at final plan approval, a declaration of easements and covenants will be placed on the property to ensure cross access easements between properties and to ensure the landscaping, any shared detention, and snow removal will be managed for the Subject Property as a whole.

As part of the development, and a requirement in the subdivision code, the Applicant is proposing to bury the overhead utility lines across the frontage on Shermer Road. The Applicant will also be installing the portion of the 10’ wide Shermer Road side path which is part of a larger side path project from Willow Road to downtown Northbrook, which would provide a multi-use side path connecting south to a path in Glenview south of Willow Road.

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The following bulk table includes the bulk requirements for the VGRC District, as well as the data specific to the proposed development.

	VGRC Requirement	Proposed Plan
Height:		
Feet	45’	**70’** to top of the stairwell (*61-64’ to top of parapet*)
Stories	4-stories	**5-stories**
Minimum Lot Area per Dwelling Unit	1,815	**1,100**
Setbacks:		
Front Yard	10’	**2’**
Front Setback	10’	25’
Interior Yard (north)	5’	7’
Interior Setback (north)	45’	45’
Interior Yard (south)	5’	**1’**
Interior Setback (south)	5’	55’
Rear Yard (east)	20’	**15’(south) and 4’ (north)**
Rear Setback (east)	20’	72’
Maximum FAR	150%	105%
Maximum Lot Coverage	75%	70%

The majority of the proposed development on the Subject Property has a maximum height of 61’-64’ for the larger apartment building when measured to the top of the parapet wall. The Applicant is seeking a Zoning Code Text Amendment to increase the allowed height in the VGRC District from 45’ and 4-stories to 70’ and 5-stories. The request for up to 70’ is to accommodate the stairwell enclosures that access the rooftop for maintenance. When considering a request to amend the Zoning Code to allow for an increase in the permitted height in the VGRC, the Commission will want to consider the context of the structures found around the Subject Property.

To the south of the Subject Property is the Residential and Limited Commercial District (RLC) which contains the Shermer Place residential development. The RLC District allows a maximum height of four-stories or 65 feet, whichever is less. The maximum height of the tallest buildings found in the RLC District to the south are 65’ with some of the three-story townhome buildings approved at a height of 52’.

If the Commission finds the proposed building height of 70’ for the stairwell enclosures and 61-64’ for the majority of the structure itself, but has a concern about other potential future development seeking approval of a 70’ building in the VGRC District, then the Commission can recommend a Zoning Code Text Amendment that allows for the increase in height to be by special permit when exceeding the allowed 45’, but not to exceed 70’. This has previously been done in other zoning districts.

Special Permits and Site Plan Approval

Concept Planned Development and Multiple Buildings on a Single Zoning Lot

The Applicant is requesting special permit approval for a mixed-use planned development concept plan with more than one principal structure on a single zoning lot, as well as for a restaurant with accessory outdoor seating. The Applicant, in conjunction with the Co-Applicant, plans to construct and operate a unified planned development that will consist of the five-story 335 unit apartment building, 6,500

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

square feet of commercial space, and the four-story 48 unit apartment building with an overall FAR not to exceed 1.05 in the VGRC District.

To approve the special permit requests, the Village Plan Commission and Board of Trustees must consider the general standards for such special permits established in Paragraph 11-602 E1 of the Zoning Code. These standards include the following:

1) Is the proposal in compliance with the Zoning Code and Official Comprehensive Plan?
2) Will there be any adverse impact upon adjacent properties?
3) Will the proposed use interfere with the orderly development of adjacent properties?
4) Are there adequate public facilities to serve the development?
5) Will the use cause undue traffic congestion?
6) Will the development cause loss of significant environmental or historical features?
7) Will the use comply with other applicable Village standards?

All of the above criteria are relevant in considering whether or not the requested special permits should be granted for the proposed use. The Applicant's response to all of the standards is included in your pass out.

The planned development process consists of a two-step process: 1) development concept plan approval and 2) final plan approval. This two-step process is similar to the subdivision process which includes tentative and final plat approvals. The development concept plan approval stage is intended to provide the applicant an opportunity to submit a plan showing the basic scope, character and nature of the entire proposed planned development. The final plan approval stage is intended to refine and implement the development concept plan and to serve as a complete, thorough and permanent public record of the planned development.

The proposed mixed-use development includes a combined total of 383 (335 +48) new residential units located on 10.38 acres which equates to 36.9 dwelling units per acre. Below is a table comparing the proposed number of dwelling units per acre to existing residential developments located in Northbrook.

Development Name	**Zoning District**	**# of Units**	**# of Acres**	**Density (units/acre)**
Manus Northshore Estates Cambridge Court Condos (Dundee/Pfingsten)	R-8	59	1.54	38.3
Quarterra/HODC	**VGRC**	**383**	**10.38**	**36.9**
The Citadel (Shermer)	R-8	78	2.65	29.43
NorthShore 770 (770 Skokie Boulevard) Entire Development **Residential Lot**	O-4	**347**	15.8 **3.88**	21.96 **89.43**
Laurel condos (1410 Shermer)	R-8	41	2.0	20.5
Cherry Ln. condominiums	R-8	14	0.7	20
The Elaine – 1000 Skokie Entire Development **Residential Lot**	O-4	**304**	18.1 **6.5**	16.8 **46.77**
Townhomes behind Shermer Rd White Hen	R-8	6	0.34	17.65
Homart (1220 Lake Cook)	R-8	200	11.9	16.81
Pheasant Creek	R-8	424	27.4	15.47
Cherry Ln. Condo's & Apts	R-8	24	1.7	14.11
Villas Salceda Condo's	R-8	61	4.4	13.86

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Gateway Townhomes (Shermer)	VGRC	68	5.34	12.7
Shermer Place (Shermer Road)	RLC	192	18.6	10.32
MI Homes on Techny	R-8	84	11.14	7.54

As noted in the table above, the Subject Property would be on the higher end of the denser multi-family developments in Northbrook, but not the most dense. The Citadel on Shermer is just north of the Subject Property and was developed in proximity to the train station in the late 1960s with multiple buildings, the tallest of which is five-stories.

As the Plan Commission considers the special permit request for planned development approval, the Commission should pay particular attention to the following issues: (a) site access & traffic impacts, (b) on-site circulation, parking and deliveries, and (b) building design and landscaping.

Site Access & Traffic Impacts

As noted earlier in the report, the Applicant is proposing two points of access into the Subject Property off of Shermer Road. The access out of the Subject Property across from Woodlawn will be restricted to right-out and left-out only **with no through movement across to Woodlawn proposed**. It should also be noted that Shermer Road in front of the Subject Property has the ability to accommodate left hand turn movements into the Subject Property without delaying the southbound traffic.

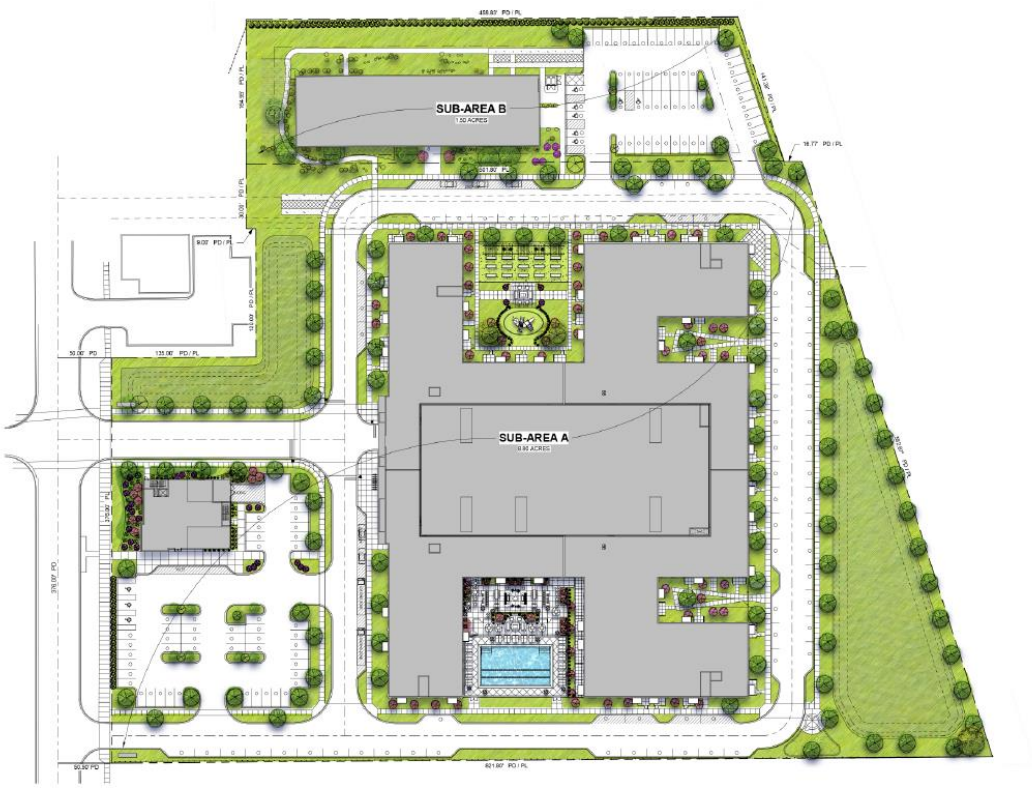

Figure 5: Depiction of Site Access and Circulation

The Applicant has included a traffic study with the submittal, which the Village's traffic consultant has reviewed for compliance and accepted the traffic study methodologies. The traffic study submitted by the Applicant included a comparison between the proposed development and the previous use on the Subject Property as a general light industrial business. The Village traffic consultant has found that comparison should be revisited as the Applicant used numbers for more industrial use rather than including more office use numbers. Since the previous site occupant had a large office component in the existing building which would have generated more traffic than noted in the Applicant's comparison table, the data could be reviewed further. Staff has requested that the Applicant perform an additional

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assessment of the site's previous traffic data as it relates to the proposed development.

In addition to aligning the access drive with Woodlawn to the west, and restricting no through movement westbound out of the Subject Property down Woodlawn, the Applicant is also proposing crosswalks and ramps on both the north and south leg of Shermer Road at Woodlawn. This was a request to be added by the Village traffic consultant.

The overall traffic report submitted by the Applicant states that the capacity analyses indicates that the existing roadway system will generally have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed development and the Village traffic consultant has agreed.

On-Site Circulation, Parking and Deliveries

As previously stated the on-site circulation is through the means of a shared circular access drive which goes around the entire Subject Property providing access to all three buildings and the associated parking. This on-site circulation system is designed to accommodate moving trucks, as well as the Village's emergency response equipment vehicles.

The on-site parking proposed by the Applicant and Co-Applicant includes specific parking fields for each of the three structures. The large apartment building consisting of 335 units will have 490 parking stalls designated for the units within the interior parking garage, and an additional 64 parking stalls around the perimeter of the building. This equates to 1.65 parking stalls per unit. The current proposed bedroom mix of the development results in 491 bedrooms in the development which would then equal approximately 1.12 parking space per bedroom. For comparison purposes The Elaine at 1000 Skokie Boulevard was constructed with 1.78 parking spaces per unit, slightly more than the proposed development; however it should be noted that the Subject Property is approximately ¼ of a mile from the Metra train station and the PACE stop is directly in front of the Subject Property on Shermer Road. The traffic study noted that the proposed site would generate less parking than the traffic analyses has taken into account because of the proximity to the public transportation.

The 48-unit affordable and supported housing apartment building has included 60 parking stalls on site which equals 1.25 spaces per unit in the building. The Co-Applicant who has experience constructing similar buildings, and managing them, has stated that this is adequate parking for the occupants of such a building given the proximity the train station as well. This site has more than the required number of accessible parking stalls as well, which is something that the Co-Applicant is including intentionally based upon past experiences and state requirements for similar apartment buildings.

While there is no tenant identified for the proposed 6,500 square foot retail building, the Applicant has stated a desire for a restaurant with roof top dining. Once a tenant is identified staff will work with the tenant on the building permit application whereupon, a cap on the number of seats could be considered because of the amount of parking available on the site. Restaurant required parking calculations are based upon number of seats and employees, both of which are unknown at this time. It has been explained to the Applicant, that the 51 parking spaces provided could be used as a number to cap the total number of seats in the space.

Lastly, it should be noted that both apartment buildings are being designed to accommodate bicyclists with 250 spaces in the larger apartment building and bicycle parking for up to 16 bikes for the smaller apartment building. In addition to being able to accommodate bicycle parking, the Applicant will be constructing the portion of the 10' wide shared side path along Shermer Road in front of the Subject Property to further promote pedestrian and bicycle modes of transportation.

Building Design, Signage, Landscaping, and Architectural Control Commission Review

The proposed buildings will all be constructed out of similar materials and colors to create a cohesive development. The large residential building will be constructed with two shades of brick, granite base,

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with fiber cement and cast stone accents. These same materials will be used on the small commercial building. The granite base is a darker grey with black tones in it, while the fiber cement panels will be black. The ornamental light fixtures will also be black in color. The facades of the large residential structure are broken up with recessed niches containing balconies, while other walls have hung balconies that extend beyond the building façade. In addition to the façade designs that create depth on the wall expanses, the Applicant has also designed the building with four courtyards that reduce the length of wall expanses overall in the building design. There are also parts of the façade that have a slight setback for the fifth floor that creates patio space with a pergola cover over those areas. This pergola design is repeated on the first floor over entry features.



Figure 6: Proposed Building Elevation Design

The small residential apartment building is proposed to be four-stories in height and will also be constructed of the same materials as the larger building, but with two tones for the fiber cement panels, one in a black shade while the other appears blue. While the smaller building will have fewer variations of façade depth, the building will have a pergola design on the front façade first floor flanking the main entrance.



Figure 7: Proposed Building Design for Affordable and Supportive Building

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Figure 8: Proposed Front Elevation

The Architectural Control Commission conducted a review on the proposed development on September 8, 2022. During that review the ACC found the proposed building design to be generally appropriate as presented and recommended approval of the building designs with the following conditions:

- All items that the Applicant has agreed to comply with in the Sustainability Addendum be included in the final plan approved; and
- The Co-Applicant add additional visual relief on the north façade of the smaller apartment building and add granite feet to the building as an entry accent.

In response to the conditions from the ACC, the Co-Applicant has provided the below revised north façade element which shows trellis to include living wall elements on the façade.



Figure 9: Revised North Elevation with Trellis for Living Wall

Landscaping and Screening. In regards to the landscape design proposal for the Subject Property, this was also presented to the ACC and found to be appropriate. The Applicant is including a majority of native plantings throughout the site, as well as diverse tree species to prevent having too many of one species that could become impacted by disease. The Applicant is proposing to screen the parking along Shermer Road for the retail building, as well as to provide an arborvitae mix of plantings along the north property line to screen the Subject Property from the residential properties to the north. The proposed plantings for screening are in addition to maintaining the existing fence along the north property line which is chain link with slats.

There is an existing wood fence and landscaping on the south side of the Subject Property located on the Shermer Place development property. The details of the landscape plan can be found in the attached material submitted by the Applicant.

Signage. At this time Applicant is proposing two entrance ground signs for the development, one at each

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access drive. The signs are located 320' from one another and are proposed to be 100 square feet in area or less. There is currently no proposed design for the sign, and since the commercial building tenant is unidentified at this time, there is no signage proposed for that at the moment. The Applicant will be required to obtain sign permits and comply with the Zoning Code standards for signage on the Subject Property. For the current proposal the Applicant is requesting an exception for ground sign square footage which is explained later in this report.

Restaurant with Outdoor Dining Special Permit

The Applicant is requesting special permit approval for a restaurant as well as the special permit for accessory outdoor dining for the restaurant. While there is no tenant identified at this time, the building design is proposed to include a rooftop dining component, and the overall building design is complimentary to the design of the large apartment building. The proposed building is sited close to Shermer Road to account for pedestrian scale of design and walkability of the location.

The traffic study that was provided by the Applicant accounted for the commercial building to be used by a restaurant when providing a parking and traffic analyses of the site. Also included with the material submitted by the Applicant is a statement of justification pertaining to the special permits being sought for the proposed restaurant use on the Subject Property.

Zoning Code Variations, Waivers, and Exceptions

Yard/Setback Variations. The proposed development requires the following yard and setback variations:

- Variation to reduce the required front yard from 10' to 2' to accommodate parking;
- Variation to reduce the required interior yard (south) from 5' to 1' to accommodate parking;
- Variation to reduce the required rear yard from 20' to 15' on south parcel and from 20' to 4' on the north parcel to accommodate parking.

As noted, the variations are all requested to accommodate proposed parking located on the Subject Property. The variations are identified in red below.

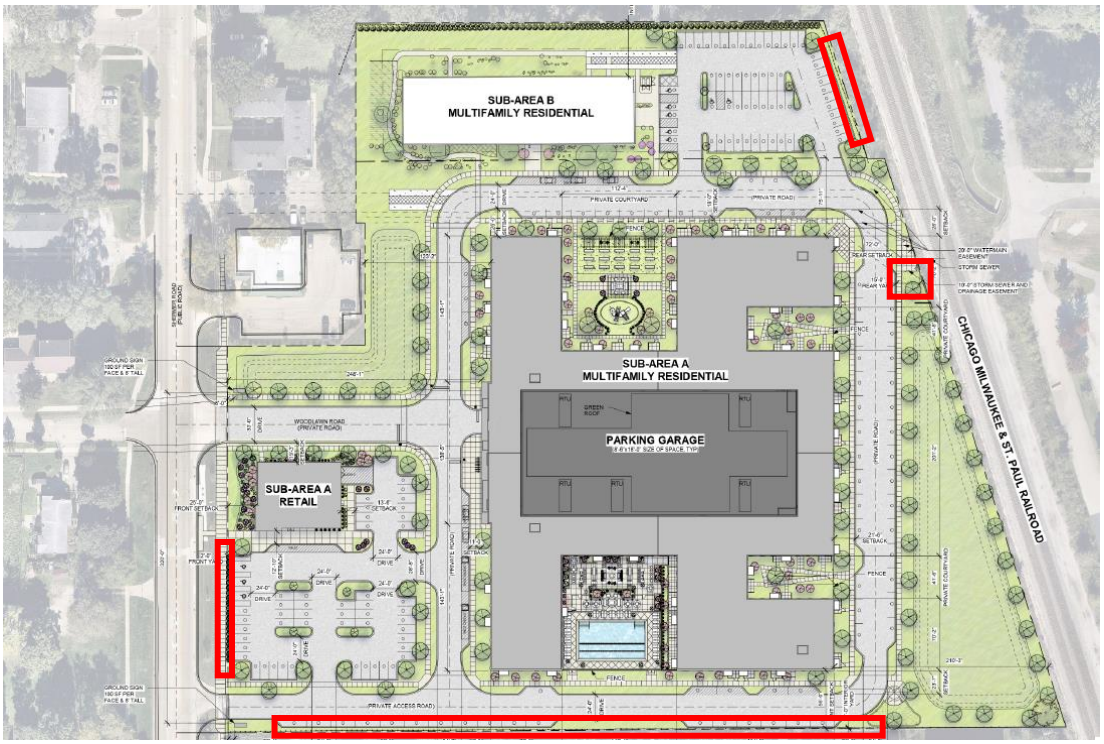

Figure 10: Location of Requested Variation Areas Noted in Red

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Loading Space Variation. The Applicant is also requesting a variation to reduce the required number of loading spaces from 1 to 0. As noted earlier in this report, the Applicant is proposing several areas throughout the Subject Property where loading can occur for anything ranging from deliveries to moving trucks. The Zoning Code has a requirement though that a loading space is not located closer to the public street than the building façade for which it serves. In this instance, the Applicant is proposing a loading area in front of the large apartment building. This area does not meet the requirements for a loading space in terms of location and screening; however it does still serve the purpose of providing an area for larger trucks on site.

In addition to the space in front, there is also loading areas shown on the north and south side of the larger building, as well as inside the building, and the smaller apartment building also has a loading area in proximity to the entry of the building.

Parking Garage Ramp Waiver. The Zoning Code has a requirement that parking garage ramps not exceed 8% slope without seeking a waiver. The Applicant has requested a waiver to allow for a parking garage ramp slope of 15% which is explained in detail in the attached material submitted by the Applicant. This 15% ramp provides the Applicant with the ability to use the space below the ramp, and install additional parking spaces. The Applicant further states that the current 8% slope restriction is more restrictive than industry standards for garage slopes in suburban parking garages. The request has been reviewed by the Village Engineer and found to be generally appropriate as presented.

Originally during preliminary review, the Board was concerned with the steeper slope being proposed as the original parking garage design include a roof top parking deck which was uncovered. The Applicant revised the design to completely enclose the parking structure under roof eliminating the exposure to weather elements that had been of concern.

Planned Development Exceptions. As part of a request for concept planned development approval, an Applicant can also request exceptions from the Zoning Code for items excluding increase in height, FAR, or to allow uses that wouldn't otherwise be permitted. As part of the proposed development the Applicant is requesting the following exceptions. Staff has provided written commentary in italics pertaining to each request below the noted exception being sought. The Applicant has also provided a written statement of justification for each exception being sought which is attached in the material submitted for review.

1. Reduce the required lot area per dwelling unit from 1,815 square feet to 1,100 square feet;

   The original required lot area per dwelling unit was established based upon the number of units proposed for The Gateway Townhomes project as it related to the size of the site since this was the project under review when VGRC District was being created.

2. Reduce the required number of parking spaces for an affordable housing apartment building from 2 spaces per unit to 1.25 spaces per unit;

   As noted previously in this staff report, the proposed 1.25 parking spaces per unit for the affordable housing building is a request from the Co-Applicant who has experience building and managing similar facilities. This location is also less than ¼ mile to the Metra station with a PACE stop in front of the Subject Property, and the soon to be constructed side path, that lends the site to having more frequent public transit users.

3. Reduce the required number of parking spaces for an apartment building from 2 spaces per unit to 1.5 spaces per unit;

   Similar to item 2 above, and described earlier in the report, the Applicant is requesting a parking reduction for the larger apartment building based upon past experiences and proximity to the Metra station and PACE stop. Even with the proposed exception being

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requested, there is still more than one parking space per bedroom for the building.

4. Not require installation of wheel stops in parking stalls that are not adjacent to a curb;

   It is not uncommon to see parking lots that do not have wheel stops in the interior parking stalls, the inclusion of the wheel stops can make it more challenging to provide adequate snow removal in parking lots. For recent comparisons, the Northshore 770 and Lifetime Fitness developments did not include wheel stops, nor do the two larger multi-tenant shopping centers in downtown Northbrook.

5. Increase the maximum permitted parking garage slope from 5% to 6% for a parking garage accessory to an apartment building;

   The Applicant is requesting an exception to allow for a 1% greater slope in the parking garage where drive aisles and parking stalls are located. This request is outlined in the attached statement of justification and has also been reviewed by the Village Engineer and Village traffic consultant who have no added comments on the request.

6. Increase the allowable square foot area of ground signs from 25 square feet, but not to exceed 100 square feet per sign face;

   Currently, the VGRC has a sign area restriction of 25 square feet. The Applicant is requesting an exception to this requirement to allow for up to 100 square feet for the proposed identification signs for the development. The Commission will want to consider if this exception request is appropriate given the location. It should be noted that in the current existing I-1 District, the Subject Property was allowed ground signs up to 100 square feet in area, so this would not be in excess of what was already permitted on the Subject Property in regards to ground signs.

7. Increase the number of ground signs permitted in a planned development, and decrease the required space distance between signs.

   Currently in the VGRC District there is a limit to no more than one ground sign allowed per 300 feet of frontage, and if there is more than one ground sign they must be a minimum of 300 feet apart from one another. The Applicant is proposing two ground signs at this time separated by over 300'; however, there is a potential interest in adding a future third ground sign for the commercial building if a future tenant would request such sign. In the existing zoning district for the Subject Property there is an allowance for more than one ground sign and that they be separated by a minimum of 200' so the current proposal for two ground signs separated by 300' is a greater separation.

AFFORDABLE HOUSING

As noted earlier in this report, the Applicant is providing an alternative means of compliance for the affordable housing requirements. The Applicant is proposing to construct five affordable units in the larger residential building which they have indicated will comply with the affordable housing rental unit qualifications for income and monthly rental costs.

The Applicant is also proposing the donation of 1.49 acres to the Co-Applicant, HODC, for development of affordable and supportive housing. The consideration of an alternative means of compliance will be reviewed and addressed by the Board of Trustees since no other commission has been designated to be the reviewer of such requests.

Village Staff and Community Partners for Affordable Housing (CPAH) have both reviewed the proposed alternative means of compliance, and the most recent comments from CPAH are attached for reference to this report along with items for the Board of Trustees to consider when reviewing a request for

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alternative means of compliance.

SUSTAINABILITY

Following the adoption of the Climate Action Plan (CAP), it is important to reference action items found in the CAP as they relate to development proposals. The Village's Sustainability Coordinator has drafted a Sustainability Addendum attached to this report, which goes into further detail on CAP items that are relevant to the Subject Property and the proposed plan.

IMPACTS ON SCHOOL DISTRICTS & MUNICIPAL SERVICES

The Subject Property is unique in that the southern approximately 8.89 acres of the site falls within jurisdiction of School District 30, while the northern approximately 1.49 acres falls within the jurisdiction of School District 28. This means that the proposed 335-unit multi-family residential building being constructed by the Applicant would have students within District 30, while the proposed affordable and supporting housing development being constructed by the Co-Applicant would result in students attending District 28. The proposed formal application has been shared with the appropriate school districts, as well as District 225, the Library, and the Park District for review. District 30 has sent a written response which is attached to this report for review. No other taxing body notified had comments or questions that were submitted back to the Village during the review process.

The Subject Property has been reviewed under the Village's Subdivision Code standards which includes compliance with land donation and payment of impact fees. The Applicant is not proposing any land dedication, and none of the taxing districts responded seeking a land donation, so the Applicant will be required to pay the impact fees. The impact fees for the development are calculated based upon the number of bedrooms in each proposed unit with larger units requiring a larger impact fee payment.

The below table depicts the current rate of impact fees to be paid based upon the proposed number of bedrooms in an apartment building. Based upon the unit mix noted by the Applicant for the 335 unit apartment building, the potential impact fee payments that will be generated for the Park District, High School, Elementary School District 30, and Library totals approximately $1,989,814 as noted by the Applicant in the attached impact study.

Village of Northbrook

Park, School & Library Impact Fees

for New Subdivisions & Developments

	Single Family Detached				2-Family & Townhome		Condominium/Apartment		
	5 BR	4 BR	3 BR	2 BR	4 BR	3 BR	3 BR	2 BR	1 BR
Northbrook Park District	$ 9,425.00	$ 9,410.00	$ 7,222.50	$ 5,042.50	$ 7,862.50	$ 5,980.00	$ 7,632.50	$ 4,785.00	$ 4,395.00
Elementary School District	$ 4,612.22	$ 6,440.00	$ 4,215.56	$ 1,431.11	$ 3,702.22	$ 2,271.11	$ 2,776.67	$ 995.56	$ 23.33
High School District	$ 4,125.00	$ 4,950.00	$ 2,530.00	$ 275.00	$ 2,378.75	$ 811.25	$ 1,622.50	$ 632.50	$ 13.75
Northbrook Public Library	$ 378.24	$ 377.64	$ 289.85	$ 202.37	$ 315.54	$ 239.99	$ 306.31	$ 192.03	$ 176.38

Note: Impact fees are paid on the net increase in the number of lots as a result of the subdivision.

STAFF REVIEW

The material provided for review by the Plan Commission has also undergone staff review by the various Village departments, Village Attorney, Village Traffic Consultant, Village Engineering Consultant, and Community Partners for Affordable Housing. The information was also provided for review to the Park District, District 225, District 28, District 30, and the Library.

The most recent review comments, along with the Applicants response are attached for review. All Village department concerns pertaining to the concept planned development proposal requested by the

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

Applicant have been addressed with future comments for final planned development to be addressed during the next step in the planned development process.

The only taxing group to send a letter following the review of the application material was School District 30 and that letter is attached. School District 30 noted that they believe the projected student numbers for the 335-unit apartment building included in the Applicant submittal was lower than the districts projected numbers. While the Applicant has projected 16 elementary students and 9 middle school students, the district projects 30 elementary students and 12 middle school students; however based upon recent renovations and reconfigurations at the school buildings the district believes that the students will be able to be incorporated into the schools.

SUMMARY

In reviewing this request, staff suggests the Plan Commission consider the following policy questions:

1) Is it appropriate to rezone the Subject Property from the I-1 and R-5 districts to the VGRC District?

   a) If so, is it appropriate to amend the bulk regulations of the VGRC District to accommodate the proposed development, specifically to allow an increase in building height from four-stories/45' to five-stories/70', noting that majority of the structure is less than 64' in height?

   b) If so, is it also appropriate to grant special permit approval for a planned development, multiple buildings on a single zoning lot, and for a restaurant with outdoor dining?

2) Is it appropriate to grant a variation to reduce the required number of loading spaces from 1 to 0 knowing that the site will have several designated loading areas?

3) Is it appropriate to grant the three requested yard variations to accommodate the proposed parking on the west, south, and east side of the Subject Property?

4) Is the proposed site access and interior circulation of the Subject Property appropriate?

5) Is there adequate green space and buffering around the Subject Property?

6) Is it appropriate to grant a waiver on the required 8% slope for ramps located in a parking garage?

7) Subsequently is it also appropriate to grant an exception to allow parking stalls and drive aisles to be located on a 6% slope versus the code required 5% slope?

8) Is it appropriate to grant an exception to reduce the required lot area per dwelling unit from 1,815 square feet to 1,100 square feet for the proposed planned development?

9) Is it appropriate to grant exceptions to reduce the required parking for the affordable housing building from 2 spaces to 1.25 spaces per unit, and for the larger apartment building from 2 spaces to 1.5 spaces per unit?

10) Is it appropriate to grant an exception from the requirement to include wheel stops on interior parking lot parking spaces?

11) Is it appropriate to grant an exception to allow for ground signs with an area up to 100 square feet?

12) Is it appropriate to grant an exception to allow an increase in the number of ground signs in the planned development and reduce the distance spacing requirement between signs?

The Applicant and staff will attend the October 18, 2022 Plan Commission meeting to answer any questions.

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MEMORANDUM
VILLAGE OF NORTHBROOK
DEVELOPMENT AND PLANNING SERVICES DEPARTMENT

TO: PLAN COMMISSION

FROM: TESSA MURRAY, SUSTAINABILITY COORDINATOR

DATE: OCTOBER 11, 2022

SUBJECT: PCD-22-08: 1657 SHERMER ROAD– LMC/HODC MIXED USE PROJECT – SUSTAINABILITY ADDENDUM

Northbrook's Climate Action Plan (CAP) calls to foster sustainability and reduce 80% of community-wide carbon emissions by 2050 through strategic planning and action item implementation. With CAP adoption, development proposals are reviewed with respect to best environmental practices.

Village staff provided Sustainability Comments in response to all submittals for the proposed planned development solely regarding applicable measures from the CAP. Under each section are a list of Climate Action Plan items as they relate to the proposed development. Staff confirms the proposed project partially addresses CAP items requested of the Applicant.

Of the items presented to the Applicant 84% were fully realized according to CAP standards, to the extent detailed below in italics. The remaining items (4B, 5A, 5B) are only partially addressed: underlined statements indicate that further investigation is needed to confirm Applicant's compliance towards these sustainability goals.

1) TRANSPORTATION AND LAND USE

- **1A:** Create opportunities to reduce tailpipe-emitting vehicles in the community by reserving a percentage of parking spots for electric vehicle charging.

  LMC intends to install 20 electric vehicle charging stations with inclusion of infrastructure for an additional 25 stations as demand increases.

  HODC plans to install 1 electric vehicle charging stations with inclusion of infrastructure for 1 additional station.

- **1B:** Encourage public transport through making residents aware of nearby PACE 422 and Metra routes plus reduced fare opportunities.

  LMC plans to install a virtual screen in our ground level lobby that runs live train/bus times for the resident's convenience.

  HODC's Service Coordinator proposes providing flyers and work directly with tenants for access to transportation.

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The Applicant is also proposing to pave an area along Shermer Road where the PACE stop is currently located in front of the Subject Property.

- **1C:** Provide sheltered bicycle parking; coordinate efforts with Shermer Road Sidepath construction to promote active transportation through bike and pedestrian-friendly design.

  LMC intends to include ample covered and secured bike parking as well as a 10' walking/bike path on the west edge of the property, connecting to the north south pedestrian path on Shermer Rd.

  HODC plans to provide parking for a minimum of 16 bikes.

2) BUILDINGS AND ENERGY

- **2A:** Design building in alignment with a third-party green building certification.

  LMC proposes its multifamily building will seek Green Globes Certification (2 globe target).

  HODC plans to seek Enterprise Green Communities Certification and Energy Star Multifamily New Construction certification.

- **2B:** Consider inclusion of renewable energy installation to offset all or a percentage of building carbon footprint. Work with C-PACE, the Illinois Power Agency Adjustable Block Program, or similar for incentives.

  LMC states that after discussing options with the recommended groups, mentioned above, LMC has decided to not pursue renewable energy installation at this time. The hesitation is due to impact to development schedule and financing complications, both on up-front hard costs and recapture timelines.

  HODC states they will not pursue renewable energy options at this time.

- **2C:** If 2B will not be realized, assess whether proposed development is amenable to future solar installation in terms of building orientation, roof slope, size, and load considerations.

  LMC proposes electrical infrastructure and structural capacity to keep the option open for future install.

  HODC states it may be possible to install solar panels in the future based on the favorable east/west orientation of the building and having a flat roof.

- **2D:** Strive for zero on-site fossil fuel combustion using electric HVAC, cooktops, ovens, laundry, and water heating for domestic and pool use.

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

LMC and HODC propose almost fully electric residential units, with inclusion of the following: electric HVAC, electric water heaters, and electric laundry, as well as possible inclusion of electric cook tops.

- **2E:** Work with ComEd Energy Efficiency or similar programs for incentives to advance items such as high efficiency HVAC, building envelope, Energy Star appliances, and insulating windows with U-factors at .30 or lower. Strive for 100% LED interior and exterior lighting.

  LMC plans to engage ComEd to participate in their energy efficiency program. The proposed multifamily community will utilize a full LED lighting package with occupancy sensors in select locations (garage/closets/corridors). The proposed community will utilize Energy Star appliances and hit the desired U-factors.

  HODC plans to utilize ComEd's Affordable Housing New Construction program for energy efficiency. The building will use high-efficiency permanently installed lighting for recessed light fixtures, lighting controls, lighting power density, and exterior lighting. The HODC project will install Energy Star clothes washers and refrigerators.

- **2F:** Prioritize sustainable materials throughout development, including pavements, structural components, utility services, and appliances. This includes maximizing recycled content, domestic production, and lower embodied carbon costs of materials. If applicable, commit to warm mix asphalt and low or zero-VOC paints.

  Applicant response to this item states intention to track material usage as part of the Green Globes certification process.

- **2G:** Reduce urban heat island effect through measures such as "cool" roofs, reflective or permeable surfacing, and adequate shade trees in parking area.

  LMC proposes a combination of white reflective roof, green roof, and permeable surfacing on its multifamily building.

  HODC plans to include reflective roof on its multifamily building.

- **2H:** Allow safe passage of birds through intentional site design. Exterior lighting should have Dark Sky compliance with features such as hooded lanterns, warm-colored LED, and motion-sensor technology. Consider window glass that minimizes bird disorientation.

  Applicant submittal includes a Photometrics Plan that demonstrates minimum requirements for International Dark Sky Association standards are met in regards to the proposed development's exterior lighting features.

3) WATER AND WASTEWATER

- **3A:** Utilize WaterSense and low-flow water fixtures where applicable.

  LMC and HODC intends to include low flow fixtures in select applications, specifically in public amenity zones.

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

- **3B:** Control runoff with combination overland flow, detention, and infiltration strategies (for example, native landscaping or permeable pavers).

  Applicant has worked with Village Engineers for compliance with stormwater management, and will include some native landscaping.

- **3C:** Provide statement for water conservation measures to be taken into account with pool installation, such as windbreaker walls and shading with trees or solar pool covers.

  Applicant states intention to investigate solar pool cover usage, additionally the pool is centrally located in a courtyard to minimize wind impact.

- **3D:** Include moisture sensors in landscaping irrigation installation. Consider inclusion of rainwater capture techniques for landscape irrigation.

  LMC plans to include moisture sensors for landscaping irrigation in select locations and assessment of rainwater capture techniques within the community garden.

  HODC proposes moisture sensors for landscaping irrigation in select locations.

4) WASTE MANAGEMENT

- **4A:** Cook County's Demolition Debris Diversion Ordinance requires all demolitions to divert 70% of debris from landfills through recycling. Applicant should provide statement as to how they plan to meet Cook County Demolition Diversion compliance.

  Applicant states intention to recycle demolition debris for all eligible materials.

- **4B:** Support increased waste diversion opportunities (compost and recycling). Use a waste hauler with recycling services and communicate accepted items for collection to residents.

  Applicant proposes on-site recycling for tenants at HODC and LMC. Applicant states intention to consider composting through residential gardens.

5) GREENSPACE AND ECOSYSTEM

- **5A:** Increase the ability of greenspace to withstand drought conditions through replacement of turf and ornamentals with native prairie and wetland savanna plantings. Strive for at least 70% native species included in Landscape Plans.

  According to the Plant Palette proposed by the Applicant, 63% of species to be included in development landscaping are native or disease-resistant hybrid species. For further alignment with Northbrook's CAP, three non-native species should be replaced with native alternatives. Village recommendations include swapping Hostas for Jacob's Latter or Starry Solomon's Plume; Boxwoods may be replaced with Common Juniper or American Yew.

  5B: Implement sustainable landscaping practices through limiting gas-powered equipment usage, inorganic pesticides, and fertilizers.

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

Applicant states plans for an assessment of inorganic pesticides and fertilizer usage with their contract service team. Applicant states limiting gas-powered equipment for maintenance is not likely given the size of the site.

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

DOCKET REVIEW CHECKLIST – REVIEW #2
VILLAGE OF NORTHBROOK – DEVELOPMENT & PLANNING DEPT.
DOCKET NO.: PCD-22-08 – 1657 Shermer Road – LMC/HODC DATE OF REVIEW: 9/21/22
REZONING, PLANNED DEVELOPMENT, SPECIAL PERMITS
STAFF REVIEWER: Michaela Kohlstedt ESCROW ACCOUNT: BPZ-22-09

ZONING CODE COMPLIANCE

(A/B) MEETS PURPOSE AND ALLOWED USES OF VGRC ZONING DISTRICT

A/B1 Approved subject to the Board approving the following necessary zoning and subdivision relief. The below identified items, are the relief requested by the Applicant and identified by staff to date; there may be additional items following the review of more detailed revised plans. Also, there are blanks as there was insufficient information for some of the items:

A. Rezoning from I-1 Restricted Industrial and R-5 Single Family Residential to the VGRC Village Green Residential & Commercial District;
B. Zoning Code Text Amendment for Subsection 8-711A of Article VIII – Part VII to allow an Increase in Maximum Height from 45' and 4 stories to 70' and 5 stories;
C. Special Permit for a Concept Mixed Use Planned Development;
D. Special Permit for More than One Principal Structure on a Zoning Lot;
E. Special Permit for a Restaurant;
F. Special Permit for Outdoor Seating Accessory to Permitted Eating Place;
G. Tentative Plat of Re-Subdivision for 2 Lots;
H. Approval of the following Variations:
    1. Variation to reduce required number of loading spaces from 1 to 0;
    2. Variation to reduce the required front yard from 10' to 2' to accommodate parking;
    3. Variation to reduce the required interior yard (south) from 5' to 1' to accommodate parking;
    4. Variation to reduce the required rear yard from 20' to 15' on south parcel and from 20' to 4' on the north parcel to accommodate parking.
I. Waiver of Zoning Code Requirement for parking garage ramps not to exceed 8% slope to allow a 15% slope;
J. Approval of the following exceptions to the Zoning Code requirements in conjunction with a Mixed Use Planned Development application:
    1. Reduce the required lot area per dwelling unit from 1,815 square feet to 1,100 square feet;
    2. Reduce the required number of parking spaces for an affordable housing apartment building from 2 spaces per unit to 1.25 spaces per unit;
    3. Reduce the required number of parking spaces for an apartment building from 2 spaces per unit to 1.5 spaces per unit;
    4. Not require installation of wheel stops in parking stalls that are not adjacent to a curb;
    5. Increase the maximum permitted parking garage slope from 5% to 6% for a parking garage accessory to an apartment building;
    6. Increase the allowable square foot area of ground signs from 25 square feet, but not to exceed 100 square feet per sign face;
    7. Increase the number of ground signs permitted in a planned development, and decrease the required space distance between signs.
K. Site Plan approval; and
L. Approval of such other zoning relief as may be necessary to accommodate the development of the Subject Property as proposed by the Applicant.

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

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REZONING, PLANNED DEVELOPMENT, SPECIAL PERMITS
STAFF REVIEWER: Michaela Kohlstedt ESCROW ACCOUNT: BPZ-22-09

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

(C) BULK, SPACE, YARD REQUIREMENTS

C1 Maximum Height –Requires Approval
a) Maximum allowed height in the VGRC is 4 stories and 45'. The Applicant is proposing a 5 story structure with a total height of 70'. This requires a Zoning Code Text Amendment to allow for an increase in height in the VGRC District for Planned Developments. The Applicant is seeking this relief

C2 Minimum Lot Area and Dimensions –Requires Approval
a) Minimum Lot Area per Dwelling Unit in VGRC is 1,815. Applicant is requesting a text amendment to reduce the minimum lot area requirement to 1,100 square feet per dwelling unit for Multi-Family Planned Developments

C3 Minimum Yards & Setbacks –Requires Approval
a) The Front Yard has a 10' requirement, it appears that the Applicant is requesting a variation to reduce the required Front Yard (west) from 10' to 2' to accommodate the overhang of the parked vehicles.
b) Rear Yard Variation is also necessary from 20' to 4' to the parking lot on the east side of the HODC site.
c) Interior Yard Variation from 5' to 1' for the south lot line to the on-street parking.

C4 Maximum Floor Area Ratio –Approved
a) Complies at 105%, district allowance is 150%

C5 Maximum Lot Coverage – Approved

C6 Maximum Building Coverage - – Not Applicable

(D) SPECIAL DISTRICT REGULATIONS

D1 Village Green Overlay – Not Applicable
D2 Flood Hazard Overlay – Not Applicable
D3 Redevelopment Overlay – Not Applicable
D4 Techny Overlay – Not Applicable

(E) ACCESSORY AND TEMPORARY STRUCTURES/USES (ARTICLE IX, PART 1-A)

E1 Accessory Structures and Uses – Not Applicable
E2 Temporary Uses – Not Applicable

(F) OFF-STREET PARKING

F1 Location –Approved

F2 Design & Maintenance – Requires Approval

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STAFF REVIEWER: Michaela Kohlstedt ESCROW ACCOUNT: BPZ-22-09

a) Applicant is requesting a Zoning Code Text Amendment to allow parking stalls and drive aisles found within a parking garage to have a slope of 6% which is in excess of the code allowed 5%.
b) The Applicant is requesting a waiver to allow parking garage ramp slope in excess of 8%. The Applicant is currently proposing a 15% slope for the ramp in the interior of the parking garage.
c) Requesting an Exception to not install wheel stops for parking stalls not adjacent to curbs.
d) Label the drive-aisle widths in the retail lot on the architectural plans

F3 Landbanking of Required Parking Spaces – Not Applicable

F4 Required Spaces by Land Use – Requires Approval

a) The Applicant is requesting an Exception to allow for a reduced parking requirement for a multi-family residential building for supportive housing from 2 spaces per unit to 1.25 spaces, AND for the larger building from 2 spaces to 1.5 spaces.

F5 Required Handicapped Spaces –Approved

(G) OFF- STREET LOADING (ARTICLE IX, PART I-B, SECTION 9-105)

G1. Location – Requires Approval

a) Variation to Reduce the Required number of loading spaces from 1 to 0 since there is a designated loading area in front of the building that does not meet the requirements for where a loading space can be located.

G2. Screening – Approved

G3. Design & Dimensions –Approved

(H) SIGNS (ARTICLE IX, I-C)

Applicant has stated they will comply with sign regulations at the time of sign design; however you may want to request a text amendment because ground signs in the VGRC cannot exceed 25 square feet and no more than 50 square feet total. The ground signs along Shermer must also be 300' separation between them. Please label that on the plan. Provide a revised site plan showing the anticipated location of signs and the distance separation between signs, also provide a written response to this regarding the overall square footage of ground signs proposed with the project.

H1. Colors – Not Applicable

a)

H2. Functional Types – Not Applicable

a)

H3. Structural Types– Not Applicable

a)

H4. Number of Signs Per Lot– Not Applicable

a)

H5. Maximum Total Sign Area Per Lot Not Applicable

a)

H6. Maximum Sign Area Per Sign – Not Applicable

a)

H7. Sign Height – Not Applicable

a)

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

H8. Setback – Not Applicable
a)
H9. Illumination – Not Applicable

(I) BUFFERS AND LANDSCAPING REQUIREMENTS (ARTICLE IX, I-D)

I1. **Foundation Landscaping –Approved**
I2. **Parking Lots & Garages –Approved**
a)
I3. **Loading Spaces –Approved**
I4. **Perimeter Landscaped Open Space –Approved**
I5. **Special Protective Requirements for Non-Dwelling Uses Abutting Residential Use – Not Applicable**
I6. **Rooftop Mechanical Equipment –Approved**
I7. **Residential Recreational Facilities – Not Applicable**
I8. **Refuse Containers, Outdoor Storage –Not Approved**
Provide a written narrative explaining how the garbage trucks will access the dumpsters in the interior proposed location of the LMC building.
I9. **Screening and Landscaping within Sight Triangles – Not Applicable**

I10. **Fences & Walls –Approved**

SUBDIVISION & DEVELOPMENT CODE COMPLIANCE

(A) General Standards

A1. Implementation of Official Comprehensive Plan – Approved
A2. Lot Standards– Approved
A3. Block Standards– Not Applicable
A4. Easement Standards–Not Approved
See comments from Village Attorney regarding the plat
A5. Public Land Dedication/Contribution Standards – Approved
a) Applicant is not dedicating land to the schools or park district and will pay the applicant fee-in-lieu for school districts, park district, and library

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(B) Transportation & Circulation

B1. Public Streets & R-O-W Standards– Not Applicable

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B2. General Transportation & Circulation Systems– Approved
B3. Private Streets – Variation Required – Not Applicable
B4. Intersection Design Improvement – Not Applicable
B5. Cul-de-Sac Streets– Not Applicable
B6. Street Names & Lights– Not Applicable
B7. Sidewalks, Trails, and Bike Paths – Approved
B8. Consideration of Mass Transit Service –Approved
B9. Off-Street Parking & Loading Requirements –Approved
B10. Driveways–Approved
B11. Parkway Tree Plantings–Approved

(D) Public Utility Design & Improvement Standards

D1. Stormwater Detention–Not Approved
a) See comments from the Village Engineer
D2. Solid Waste Storage & Disposal System – Not Approved
a) See the comments above pertaining to the trash enclosures/rooms for the three buildings.

(E) Common Facilities

E1. Subdivision & Development Entrance Signs–Not Approved
a) See comments above
E2. Common Landscape Areas–Not Approved
a) Specify how the HOA between the two lots will be handled to address landscaping maintenance and snow removal.
E3. Common Fencing & Screening–Approved
a)
E4. Common Recreational Facilities– Not Applicable
E5. Standards for Establishment of Associations – Not Approved
a) Applicant has stated there will be an HOA created during final approval

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(F) Other

F1. Burial of Overhead Utility Lines– Approved
F2. Sustainable Development –Approved
F3. Other– Not Applicable – Approved – Not Approved – Approved with Conditions

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VILLAGE PLAN COMPLIANCE

Each item is either **– Not Applicable – Approved – Not Approved – Approved with Conditions**

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

DOCKET REVIEW CHECKLIST – REVIEW #2
VILLAGE OF NORTHBROOK – DEVELOPMENT & PLANNING DEPT.
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STAFF REVIEWER: Michaela Kohlstedt ESCROW ACCOUNT: BPZ-22-09

A. Comprehensive Plan– Approved
B. Affordable Housing Plan–Not Approved
1) Applicant is seeking an Alternative Means of Compliance approval from the Village Board of Trustees.
C. **Central Business Area Plan– Not Applicable**
D. Central Business Redevelopment Plan– Not Applicable
E. Skokie Boulevard Redevelopment Plan– Not Applicable

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

Northbrook Fire Department - Docket Review Checklist
Address: 1657 Shermer Rd – Lennar Development

Docket Number: PCD22-0008Date of Review: **Revised September 22, 2022**

FIRE CODE COMPLIANCE	NOT APPLICABLE	APPROVED	NOT APPROVED	APPROVED W/CONDITION	TO BE REVIEWED WITH BUILDING PERMIT
Previous or Existing Occupancy Classification	X				
New Occupancy Classification		X			
Existing Compliant Fire Protection	X				
Existing Deficient Life Safety or Fire Protection	X				
Required to be brought up to full compliance with current codes					X
Site Access/Emergency Vehicle Access				X	
• Fire Lane				X	
Fire hydrants				X	
Fire Protection: • Sprinkler					X
• Alarm					X
• Wet Chemical					X
• Special suppression or detection	X				
Egress/ • Signage					X
• Travel distance					X
• Emergency lighting					X
Fire Extinguishers					X
Knox box					X
Elevator compliance required • Recall					X
• Width					X
Standpipe/Hose Stations Required					X

Review Time: _1.5___ hours

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

Address: 1657 Shermer Rd – Lennar Development
Docket Number: PCD22-0008 Date of Review: **Revised September 22, 2022**

Specific Comments (must be completed prior to approval):

1. Provide better coverage for fire hydrants. Shall have a fire hydrant every 300 ft as a fire engine would drive. This includes but is not wholly limited to the east side of the 5 story building, the north and west sides of the 4 story building. The south east corner of the 5 story building. Additionally cars cannot park within 15 ft of either side of a fire hydrant so placing them behind parallel parking spots is not acceptable.
   Complete
2. Provide location of Fire Department Connections (FDC) for approval and show a fire hydrant not further than 100 ft from FDC. A hydrant will need to be added closer to the restaurant building.
   Complete
3. A fire lane will need to be provided to provide adequate access to the 4 story 48 unit building. It is currently at least 460ft around the building without access. At no point shall this distance be greater than 300ft.
   Not Complete: access is not adequately provided. The layout does not allow our vehicles to drive on these strips as they are too wide and need to be made wider themselves for ease of driving. Addtionally, grass crete, or similar product will have to be added to the soil to be able to be driven on or us our outriggers to raise the tower ladder. This will be required to extend so the width equals 20ft. The one on the north side of the building shall be extended and the hydrant moved to the end of the new area as this is still too far between hydrants. Or another hydrant can be added towards the other fire lane, on the other side of the building.

4. Remove the two trees that will be in the way of the tower ladder when turning at the North East corner of the 5 story 335 unit building.
   Completed

Reference Comments:

1. Plans and specifications for the installation / modification of the automatic sprinkler system shall be submitted for review and approval. Provide automatic sprinkler contractor shop drawings for review. Indicate all new or modified existing pipe routing, material catalog cut sheets, and hydraulic calculations (as required by NFPA 13). *IBC Section 106, IFC Section 903.1 NFPA 13 Section 14*

The proposed drawing does not illustrate the location of the required fire department connections. The fire department connection must be oriented to the front side of the building. *A two-hour rated fire room must be constructed with an outside entrance and accessibility to the inside of the building as noted.*

- *All occupancies shall provide the following:*
- *Sprinkler and fire pump rooms. 2-hour fire rated enclosure with an automatic fire suppression system with both an outside door at grade and inside door access. Municipal Ordinance 302.1.1.8, IFC Section 913.6*

2. Fire alarm contractor shop drawings must be submitted for review with the final application. Shop drawings shall indicate all fire alarm devices, wiring diagram, point-to-point wiring, material catalog cut sheets, battery back up calculations, and voltage drop calculations. *IFC Section 907.1.1 NFPA 72 4.4.4.2, 4.5.1, Chapter 14*

3. Provide a drawing indicating the fire extinguisher size, type, and layout/placement for review and comment with the final submittal *IFC Section 906*

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

4. A fire lane must be establish and approved by the code official. Approved signs or other approved notices shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. Signs or notices shall be maintained in a clean and legible condition at all times and is replaced or repaired when necessary to provide adequate visibility. Contact the Village of Northbrook Fire Prevention Bureau for a fire lane application. *IFC 503.3*

   - Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and 26feet where the building exceeds 30 feet in height, except for approved security gates in accordance with Section 503.6 and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

   - The code official shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

   - Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capable of supporting the
     imposed load of fire apparatus weighting at least 80,00 pounds.

   - The required turning radius of a fire apparatus road shall be determined by the code official. Contact the Village of Northbrook Fire Prevention Bureau for emergency vehicle turning radius templates.

   - Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

   - The grade of the fire apparatus access road shall be within the limits established by the code official based on fire department's apparatus
     IFC 503.2

5. Fire hydrants shall be installed so that any portion of the property will not be further than one hundred and fifty (150) feet from a fire hydrant. Fire hydrants shall be provided so as to provide the required fire flows to structures as described in the "Fire Suppression Rating Schedule," latest edition, published by the Insurance Service Office. Additionally the fire department connection shall be located not greater than 100 feet from a fire hydrant and be located on the west facing side of the building.

6. An emergency key box (Knox Box) shall be provided for the facility. The key box system provides fire suppression personnel with access to the buildings utility areas (sprinkler, electrical and mechanical rooms, etc.) The key box shall be mounted at a height no higher than 60". AFF, by the main entrance or as directed by the fire department. The key box will be used by the fire service personnel for emergency access only. This Knox box shall be monitored by the fire alarm system. Every building will have it's own Knox box per address. A second box may be requested by the Fire Marshal.

7. Standpipe system shall be installed per Northbrook amendment to the 2018 IFC section 905.3.1.

8. Provide elevators in accordance with Northbrook amendment to the IFC section 606.1.1: Automatic elevators for Fire Department use . Where elevators are provided in buildings that are: (1) three or more stories above grade plane; (2) three or more stories below grade plane; or (3) are use groups I, R-1 or R-2, at least one elevator shall be provided for fire department emergency access to all floors. The power supply for these elevators shall be normally provided by the premises' electrical supply. In the event of a power supply failure, an emergency electrical system shall automatically provide power for a duration of not less than 24 hours, installed per section 604. Elevators designated as

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

emergency access shall accommodate an 88" long and 26" wide stretcher within the elevator cab, accounting for handrails and shall be identified by the international symbol for emergency medical services (star of life). The symbol shall not be less than 3 inches (76 mm) high and shall be placed inside on both sides of the hoist way door frame.

9. If you are to provide a diesel fueled generator you will need to comply with the following requirements of Northbrook amendment to 2018 IFC section 5704.2.9

    - An above-ground tank may be used for the purpose of storing and dispensing Class II or IIIA liquids used to fuel the operation of an emergency generator system, provided that: a. b. c. the above-ground tank has a fuel storage capacity of not more than 2,000 gallons; the above-ground tank is located in compliance with Section 5704.2.9.6.1 and is located not less than 100 feet from any adjoining property line and not less than 25 feet from any building or structure; and the above-ground tank is equipped with secondary containment in accordance with Section 5704.2 and Section 5704.2.9.6.4 that provides capacity in the amount of no less than 150 percent of the capacity of the above-ground tank.

10. An emergency responder radio coverage will need to be tested. Both fire alarm and police frequencies will need to be verified prior to occupancy of the building. A repeater may be required.

Based on the information provided the plans are **"CONDITIONALLY APPROVED"**.

Sincerely,

Kevin Frangiamore
Fire Marshal
Northbrook Fire Department

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

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September 29, 2022

Michaela Kohlstedt
Director of Planning and Development Services
Village of Northbrook
Michaela.kohlstedt@northbrook.il.us

Re: Village Attorney Review 1657 Shermer Road – LMC/HODC PUD (PCD-22-08)

Dear Michaela:

I have reviewed the September 9, 2022 resubmission for the above captioned docket. My comments on this revised submission are as follows:

- The developer did not provide a response why the restaurant parcel was not designated as an outlot in the subdivision. Please have them provide an explanation for this decision.

- It appears that the looped water main easement terminates at the northeast corner of Lot 2 where it intersects with the existing 20' easement for the Village's transmission main (which the looped main will not be tapping into). I'm comfortable with this so long as the Village Engineer does not require separate easements for the separate mains.

Sincerely,

Stewart J. Weiss

cc: Chan Yu, Deputy Director of Development and Planning Services
Jack Bielak, Assistant Village Engineer

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

MEMORANDUM
VILLAGE OF NORTHBROOK
DEVELOPMENT AND PLANNING SERVICES DEPARTMENT

TO: CHAN YU, DEPUTY DIRECTOR OF DPS

FROM: TESSA MURRAY, SUSTAINABILITY COORDINATOR

DATE: SEPTEMBER 26, 2022

SUBJECT: PCD-22-08: 1657 SHERMER ROAD– LMC/HODC MIXED USE PROJECT – SUSTAINABILITY COMMENTS

Northbrook's Climate Action Plan (CAP) calls to foster sustainability and reduce 80% of community-wide carbon emissions by 2050 through strategic planning and action item implementation. With CAP adoption, development proposals are reviewed with respect to best environmental practices.

Village staff provided Sustainability Comments in response to all submittals for the proposed planned development solely regarding applicable measures from the CAP. Staff confirms the proposed project partially addresses Climate Action Plan items requested of the Applicant.

Under each section are a list of applicable action items from the CAP as they relate to the proposed development. Items noted in italics under each section are referencing what the Applicant's submittals have stated that they intend to include in the development. Of the CAP items presented to the Applicant, 89% were realized to the extent detailed below.

Items that are underlined relay sustainability comments for the development that remain unaddressed by the Applicant. The following 2 CAP recommendations for the Applicant were not achieved: 2H, 5A.

1) TRANSPORTATION AND LAND USE

- **1A:** Create opportunities to reduce tailpipe-emitting vehicles in the community by reserving a percentage of parking spots for electric vehicle charging.

  LMC intends to install 20 electric vehicle charging stations with inclusion of infrastructure for an additional 25 stations as demand increases.

  HODC plans to install 1 electric vehicle charging stations with inclusion of infrastructure for 1 additional station.

- **1B:** Encourage public transport through making residents aware of nearby PACE 422 and Metra routes plus reduced fare opportunities.

  LMC plans to install a virtual screen in our ground level lobby that runs live train/bus times for the resident's convenience.

  HODC's Service Coordinator proposes providing flyers and work directly with tenants for access to transportation.

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The Applicant is also proposing to pave an area along Shermer Road where the PACE stop is currently located in front of the Subject Property.

- **1C:** Provide sheltered bicycle parking; coordinate efforts with Shermer Road Sidepath construction to promote active transportation through bike and pedestrian-friendly design.

  LMC intends to include ample covered and secured bike parking as well as a 10' walking/bike path on the west edge of the property, connecting to the north south pedestrian path on Shermer Rd.

  HODC plans to provide parking for a minimum of 16 bikes.

2) BUILDINGS AND ENERGY

- **2A:** Design building in alignment with a third-party green building certification.

  LMC proposes its multifamily building will seek Green Globes Certification (2 globe target).

  HODC plans to seek Enterprise Green Communities Certification and Energy Star Multifamily New Construction certification.

- **2B:** Consider inclusion of renewable energy installation to offset all or a percentage of building carbon footprint. Work with C-PACE, the Illinois Power Agency Adjustable Block Program, or similar for incentives.

  LMC states that after discussing options with the recommended groups, mentioned above, LMC has decided to not pursue renewable energy installation at this time. The hesitation is due to impact to development schedule and financing complications, both on up-front hard costs and recapture timelines.

  HODC states they will not pursue renewable energy options at this time.

- **2C:** If 2B will not be realized, assess whether proposed development is amenable to future solar installation in terms of building orientation, roof slope, size, and load considerations.

  LMC proposes electrical infrastructure and structural capacity to keep the option open for future install.

  HODC states it may be possible to install solar panels in the future based on the favorable east/west orientation of the building and having a flat roof.

- **2D:** Strive for zero on-site fossil fuel combustion using electric HVAC, cooktops, ovens, laundry, and water heating for domestic and pool use.

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LMC and HODC propose almost fully electric residential units, with inclusion of the following: electric HVAC, electric water heaters, and electric laundry, as well as possible inclusion of electric cook tops.

- **2E:** Work with ComEd Energy Efficiency or similar programs for incentives to advance items such as high efficiency HVAC, building envelope, Energy Star appliances, and insulating windows with U-factors at .30 or lower. Strive for 100% LED interior and exterior lighting.

  LMC plans to engage ComEd to participate in their energy efficiency program. The proposed multifamily community will utilize a full LED lighting package with occupancy sensors in select locations (garage/closets/corridors). The proposed community will utilize Energy Star appliances and hit the desired U-factors.

  HODC plans to utilize ComEd's Affordable Housing New Construction program for energy efficiency. The building will use high-efficiency permanently installed lighting for recessed light fixtures, lighting controls, lighting power density, and exterior lighting. The HODC project will install Energy Star clothes washers and refrigerators.

- **2F:** Prioritize sustainable materials throughout development, including pavements, structural components, utility services, and appliances. This includes maximizing recycled content, domestic production, and lower embodied carbon costs of materials. If applicable, commit to warm mix asphalt and low or zero-VOC paints.

  Applicant response to this item states intention to track material usage as part of the Green Globes certification process.

- **2G:** Reduce urban heat island effect through measures such as "cool" roofs, reflective or permeable surfacing, and adequate shade trees in parking area.

  LMC proposes a combination of white reflective roof, green roof, and permeable surfacing on its multifamily building.

  HODC plans to include reflective roof on its multifamily building.

- **2H:** Allow safe passage of birds through intentional site design. Exterior lighting should have Dark Sky compliance with features such as hooded lanterns, warm-colored LED, and motion-sensor technology. Consider window glass that minimizes bird disorientation.

  In the memorandum titled "Responses to Comments Received from Village of Northbrook", Applicant states Photometrics Plan has been updated to meet International Dark Sky Association (IDA) standards. However, the Photometrics Plan still includes lighting with CCT greater than 3000 K which does not meet IDA standards therefore should be revised for further alignment with Northbrook's CAP.

3) WATER AND WASTEWATER

- **3A:** Utilize WaterSense and low-flow water fixtures where applicable.

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LMC and HODC intends to include low flow fixtures in select applications, specifically in public amenity zones.

- **3B:** Control runoff with combination overland flow, detention, and infiltration strategies (for example, native landscaping or permeable pavers).

  Applicant has worked with Village Engineers for compliance with stormwater management, and will include some native landscaping.

- **3C:** Provide statement for water conservation measures to be taken into account with pool installation, such as windbreaker walls and shading with trees or solar pool covers.

  Applicant states the pool is centrally located in a courtyard, minimizing wind impact plus intentions to investigate solar pool cover usage.

- **3D:** Include moisture sensors in landscaping irrigation installation. Consider inclusion of rainwater capture techniques for landscape irrigation.

  LMC plans to include moisture sensors for landscaping irrigation in select locations and assessment of rainwater capture techniques within the community garden.

  HODC proposes moisture sensors for landscaping irrigation in select locations.

4) WASTE MANAGEMENT

- **4A:** Cook County's Demolition Debris Diversion Ordinance requires all demolitions to divert 70% of debris from landfills through recycling. Applicant should provide statement as to how they plan to meet Cook County Demolition Diversion compliance.

  Applicant states intention to recycle demolition debris for all eligible materials.

- **4B:** Support increased waste diversion opportunities (compost and recycling). Use a waste hauler with recycling services and communicate accepted items for collection to residents.

  Applicant proposes on-site recycling for tenants at HODC and LMC. Applicant states intention to consider composting through residential gardens.

5) GREENSPACE AND ECOSYSTEM

- **5A:** Increase the ability of greenspace to withstand drought conditions through replacement of turf and ornamentals with native prairie and wetland savanna plantings. Strive for at least 70% native species included in Landscape Plans. Protect our natural ecosystems by choosing hardy natives over non-native or invasive plant species.

  In the memorandum titled "Responses to Comments Received from Village of Northbrook", Applicant states Ground Level Plant Palette has been updated to remove non-native species with invasive tendencies (Daylily, Periwinkle, and Lily Turf). However, the Ground Level Plant Palette still includes these problematic species therefore should be revised for further alignment with Northbrook's CAP.

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5B: Implement sustainable landscaping practices through limiting gas-powered equipment usage, inorganic pesticides, and fertilizers.

Applicant states plans for an assessment of inorganic pesticides and fertilizer usage with their contract service team. Applicant states limiting gas-powered equipment for maintenance is not likely given the size of the site.

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Community Partners for Affordable Housing

September 30, 2022

Michaela Kohlstedt, AICP
Director of Development & Planning Services
Village of Northbrook
1225 Cedar Lane
Northbrook, IL 60062
Ref: 1657 Shermer Road Proposal

Michaela,

Thank you for forwarding the applicant's response to our comments dated August 17, 2022. Our reply is below.

1. Section 9-305 A (1) of the Zoning Code Amendment for Affordable Housing in New Developments states that "Fifteen percent (15%) of the total number of dwelling units in a governed development shall be marketed, offered, and maintained as affordable housing units." This development proposes 335 residential units in subarea A and 48 residential units in subarea B for a total of 383 units. If the project is considered a single governed development, the affordable unit requirement per the code is 57.45 units (383 units X 15%). However, we have been informed that the project is actually a 335-unit development and that the developer is proposing a land donation of 1.5 acres in lieu of providing affordable units as a requested alternative means of compliance. If the governed development is considered to be the 335-unit development and the request of a land donation as an alternative means of compliance is approved, the project could result in 53 units of affordable housing (5 units in the governed development and 48 units developed separately on the donated land, which is 15.8% of the 335-unit governed development).

2. We agree that providing 48 units (83% of the affordable units required) for households with incomes below 60% AMI as well as supportive services for persons with disabilities is a significant benefit that exceeds the affordable housing requirement and justifies a request for alternative means of compliance.

3. Funding from the Illinois Housing Development Authority is highly competitive. The applicant should explain their back up plan and timeline in the event they do not receive approval in June 2023. It is recommended that the Village ensure appropriate legal restrictions are in place to ensure that subarea B is restricted for affordable housing use only and cannot be later developed as market-rate housing.

4. Section 9-308 (G) of the Zoning Code Amendment for Affordable Housing in New Developments states that "Affordable housing units must have similar access to common areas, facilities, and services as that enjoyed by comparable market rate housing units in a governed development." The affordable building does not appear to have a pool or exercise room whereas the market-rate building does include such amenities. However, as previously discussed, if the governed development is considered to be just the 335-unit development and the affordable building is a separate development on donated land (in lieu of providing affordable units), the amenities do not necessarily need to be the same although it is a criterion to be considered when evaluating requests for alternative means of compliance (see next page). It should be noted whether there any fees associated with the amenities offered in the 335-unit development.

5. The applicant provided a breakdown of rents by income level and bedroom count for the 48-unit affordable building. Please provide the same information for the five affordable units in the market-rate building.

6. The five affordable units in the market-rate building can be part of the Village's general inclusionary housing waitlist and administered through the Village's normal eligibility and waitlist procedures with CPAH. HODC can handle the waitlist and eligibility determination for the affordable building.

7. Will any of the affordable units in the market-rate building be accessible for persons with disabilities?

8. It is at the Village Board's discretion whether to approve the request for alternative means of compliance. Attached are CPAH's responses to the criteria that are taken into consideration when an applicant makes such a request. It is our recommendation that, although the developer has not shown evidence that would prevent him/her from being able to include the affordable units within the governed development, serving a significantly lower income tier and providing more 2- and 3-bedroom units is a significant community benefit that justifies alternative means of compliance.

Please let me know if you need additional information.

Sincerely,
Rob Anthony
President

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Northbrook Inclusionary Housing

Standards for Village staff and elected officials to consider when evaluating developer requests for alternative means of compliance.

The inclusionary housing ordinance provides specific alternatives to the production of on-site affordable housing units. However, the intent and preference of the ordinance is for the provision of affordable housing units constructed on-site and privately produced, owned, and managed. Any deviation from the minimum on-site affordable housing requirement for governed developments may only be approved as part of the Village's review of the affordable housing compliance plan submitted for a governed development. None of the alternative methods for providing affordable housing units may be incorporated into a governed development unless such methods are first included in the approved final affordable housing compliance plan for the development and approved by the Village Board by resolution duly adopted.

The following criteria should be carefully evaluated whenever Village staff or elected officials consider a developer's request for alternative means of compliance.

1. **Does the alternative method of compliance create affordable housing opportunities in the Village to an equal or greater extent than including affordable units within the governed development?**
   Yes.
2. **Does the alternative method of compliance create affordable housing opportunities that are comparable to the quality, design, condition, and general appearance of the units that would have been provided within the governed development?**
   Yes.
3. **Does the alternative method of compliance promote an undue concentration of affordable housing units in any one area?**
   The alternative method of compliance concentrates the majority of the affordable units in a separate building.
4. **Does the alternative method of compliance create the same number, or an increased number, of affordable units compared to providing the units within the governed development?**
   Yes. If the governed development was 335 units, 50.25 units would be required to be affordable. If HODC is successful in developing 48 affordable units on the donated land, the development could result in 53 affordable units.
5. **Has the developer shown evidence of unique circumstances that would prevent him/her from being able to include the affordable units within the governed development?**
   No.
6. **If a payment in lieu is being considered, is the payment large enough to create comparable units off- site? Are alternate sites available within the Village?**
   NA
7. **Does the alternative method of compliance offer the same amenities and proximity to transportation and services that would have been provided within the governed development?**
   The alternative method offers the same proximity to transportation and services but does not provide the same amenities (no pool or exercise room).
8. **Does the alternative method of compliance ensure the units will remain affordable in perpetuity?**
   Yes.
9. **Does the alternative method of compliance provide the same size units that would have been provided within the governed development?**
   The alternative method of compliance provides units with more bedrooms. The affordable units are approximately 10-20% smaller that the comparable market-rate units.
10. **Does the alternative method of compliance assist the same income ranges that would have been provided within the governed development?**
    The proposal assists lower-income ranges compared to what is required by the ordinance.
11. **Does the alternative method of compliance promote inclusivity and advance racial equity?**
    Concentrating the affordable units in a separate building is not typically considered inclusive or equitable. However, providing affordable housing opportunities for persons with disabilities promotes overall inclusivity in the community.

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MEMORANDUM
VILLAGE OF NORTHBROOK
PUBLIC WORKS DEPARTMENT

TO: CHAN YU, DEPUTY DIRECTOR OF DPS

FROM: JACK BIELAK, INTERIM VILLAGE ENGINEER

DATE: SEPTEMBER 20, 2022

SUBJECT: 1657 SHERMER ROAD – HOUSING DEVELOPMENT
FIRST PRELIMINARY REVIEW

I have completed the first preliminary review of the subject development. I have the following comments to ensure compliance with the Village's Subdivision & Development Code and the Standards and Specifications for Public & Private Improvements. I have listed some comments with "FFR" to indicate that these comments are "for future reviews", and do not need to be addressed at this time, but must all be addressed prior to final approval of the project. Comments listed under "Primary Issues" shall be fully addressed prior to approval for the Plan Commission. The applicant shall provide full responses to the comments with the next submittal.

PRELIMINARY REVIEW 1

PRIMARY ISSUES:

1. The proposed Utility Plan shows two connections at the 30" water main in the easement. These connections are not allowed. Please modify the plan to connect to the 16" water main fronting Shermer Road.
   Consultant Response: The utility plan has been modified so that the watermain loops around both lots and connects in two locations to the existing main along Shermer Road. The pipe will run underneath all existing utilities in the easement between lots to avoid any conflicts with those pipes.
   Village Response: Current placement acceptable
2. The proposed Utility Plan shows two connections to the 18" sanitary sewer. The Village does not want any disturbance to the utilities in the E-W utility easement. Connect all sanitary sewer connections to the sanitary line on Shermer Road.
   Consultant Response: The utility plan has been modified so that the Lot 2 building connects to the sanitary main along Shermer Road. This prevents the need for its service to cross all other existing utilizes in the easement between lots. The Lot 1 building is still shown connecting directly to an existing manhole on the 18" sanitary line. This is the most direct point of connection for the Lot 1 buildings and requires only a single crossing of the existing 16" watermain which is more than 2 feet below the bottom of the proposed sanitary service. To take this building's sanitary service further south would require a crossing of all utilities in the easement. We feel the design proposed is the least intrusive to the E-W easement.
   Village Response: Comment Addressed
3. The Lot 1 building does not have fire hydrant protection around the north and west side of the building.
   Consultant Response: An additional fire hydrant has been added to the northwest corner of the building to provide appropriate fire hydrant spacing.
   Village Response: Comment Addressed

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4. There is a proposed storm sewer line located inside the 20' easement for the 30" water main. Move the storm sewer line so that the 20' easement is not disturbed during installation of utilities. Alternatively, remove this line and connect to the 72" storm sewer located next to the detention area west of the new apartment building.
   Consultant Response: The storm sewer line along the south line of the 20' watermain easement has been shifted south to avoid being within the limits of the easement.
   Village Response: Comment Addressed
5. The storm sewer line from ST 1-1 to the existing MH crosses the following utilities: 72" storm, 30" water, and 36" storm. This needs to be looked at closer to verify flow lines and conflicts.
   Consultant Response: The storm sewer connecting from ST 1-1 has been changed to connect to the existing manhole on the 72" sewer line so that the connecting pipe does not need to cross any of the other utilities.
   Village Response: Comment Addressed
6. Change the line style for the utilities in the existing E-W easement to include the size of the utility.
   Consultant Response: While the line styles were not changed, each of the existing utilities are now called out by size with a label on C5.0 at the left side of the sheet.
   Village Response: Please change the line styles
7. Are the utilities in the existing E-W easement located by survey, or by Village GIS data? The utilities need to be located by survey to verify location and depth.
   Consultant Response: The existing utilities within the east-west easement between lots have been located by survey and all depths have been provided as accurately as possible per the field conditions of each structure surveyed and observed in the field. Data collected in the field has been supplemented with the Village GIS data.
   Village Response: Comment Addressed
8. The Utility Sheet does not show an outlet for the underground storage for Outlet 1.
   Consultant Response: The underground storage facility on Lot 1 now has an outlet that connects to the existing manhole on the 60" sewer line. This allows the connection to be made without crossing all utilities within the easement between lots.
   Village Response: Comment Addressed
9. The Utility Sheet shows CMP detention systems, which are not allowed. Only concrete vaults are allowed for underground systems on commercial sites.
   Consultant Response: Per discussion with staff, examples of other local municipalities allowing CMP detention systems for similar uses have been provided to display their effectiveness and reliability. At this time the CMP systems are still proposed as staff evaluates the request.
   Village Response: Comment remains open, Village Standards do not allow for the use of CMP. Please convert material to a concrete system.
   - *The life expectancy of corrugated metal pipe is governed by the rate of metal loss due to corrosion and erosion. Rate of metal loss is difficult to predict.*
   - *Newer corrugated metal pipe's Long-term performance is difficult to predict because of the material's relatively short history of use.*
   - *Understanding the potential soil issues further reinforces the reluctance of the Village to allow CMP due to degradation sooner than anticipated.*

   Current Village use:
   - *The only non-single family home use within the Village of Northbrook was for Westmoor Elementary. The Village allowed this use because a government agency was to be responsible for it in perpetuity.*
10. Create a cross section detail showing all the utilities in the existing village utility easement. The detail shall clearly show the pipes to scale, and elevations of top and bottom of pipe. This detail can be used to determine what utilities can be connected to, and what conflicts exist.
    Consultant Response: Cross-sections detailing all existing utilities in the easement between lots have been created. The depth and size information for each is provided from survey and original as-built information for the utilities within that area. The first two cross-sections are cut at the locations that the new watermain will run beneath all utilities, while the third shows the Lot 1 sanitary sewer service which crosses only the 16" WM.
    Village Response: Comment Addressed

All Comments Provided Below Still Apply and Were Not Addressed By this Submittal

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GENERAL COMMENTS:

11. FFR: The IEPA will require the Village to own the water main as part of signing the permit. However, the developer will be required to maintain/replace the water main in the future. Provide a letter for the file from the owner of the development stating that all proposed watermain is to be maintained by the property owner. This letter shall be recorded against the property with Cook County.
12. FFR: Provide a letter for the file from the owner of the development stating that all proposed sanitary, storm sewer, and detention areas are to be maintained/replaced by the property owner.
13. FFR: The 18" sanitary sewer running E-W through the property is owned by the Village, and eventually leads to an MWRD sewer. The Village will be required to certify that this development will not overtax the MWRD sanitary sewer system. The Developer's engineer will need to provide a report describing the existing and proposed flow from the development and certify that the sanitary sewer can handle the additional flow. In order to provide certification, the sanitary sewer will need to be monitored during dry weather and during wet weather so that infiltration can be accounted for. Upon request, I can provide example reports.
14. FFR: No site work (with the exception of perimeter safety fencing, soil erosion & sedimentation control, tree protective fencing) can take place prior to issuance of the Village Site Work Permit. A Village Site Work Permit will not be issued until Final Engineering is approved by the Village Engineer. Final Engineering cannot be approved until the MWRD-WMO comments have been incorporated into the Final Engineering Submittal to Northbrook and the MWRD has issued their permit.
15. FFR: The Village cannot release a Site Work permit with only an MWRD Earthwork/Foundation Limited Permit. The MWRD-WMO permit is required.
16. FFR: All detention shall be complete and operational prior to construction of the buildings or other impervious surface. Include a note on the Cover Sheet indicating this.
17. FFR: The Drainage Certificate needs to be added to the cover sheet with a signature location for the engineer and owner. This can be provided via email if required.
18. FFR: The Plans must be signed/sealed by a State of Illinois Professional Civil Engineer separate of the Drainage Certificate signature.
19. FFR: Provide stationing for Shermer Road.
20. FFR: List all permitting agencies on the cover page along with permit numbers. If the permit has not been acquired at the time of Final Engineering Approval from Northbrook, indicate "Pending" next to the permitting agency.
21. FFR: An Engineer's Estimate of Probable Costs is required. The developer must provide construction estimates or accepted contractor bids for the site improvements to calculate the amount of the required Performance Guarantee and Engineering Review/Inspection fees. The developer should read the Subdivision Development Code Section 3-501 to understand the Performance Guarantee Amount. After the EOPC or signed contracts have been provided to the Village Engineer, the developer should expect about 3 weeks before the improvement guarantee and engineering fees are determined.
22. FFR: Does the developer propose any onsite recycling of existing parking lots or the building to use as recycled aggregate or other material? Onsite recycling needs to be approved by the Village during the design phase. If no onsite recycling is to be performed, indicate so in the "Demolition Plan".

STORMWATER MANAGEMENT REPORT:

23. CBBEL will provide review of the stormwater report under separate letter.

GENERAL NOTES:

24. FFR: Village hours of construction shall be strictly enforced according to the municipal code (Section 16-52). No operations shall take place on the property that create noise outside of allowable hours. This includes starting diesel engines or dump trucks arriving prior to the designated time. Add a GN. to identify these restrictions.
25. FFR: Add a note to read, "The developer shall provide a site engineer to monitor the installation of underground utilities, roadway, curb/gutter, sidewalk, witness sewer and water main pressure tests, etc. including creation of daily reports and verify installation requirements have been met. The site engineer

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will be onsite full time while these work items are taking place. The Developer shall also provide a geotechnical engineer onsite for the roadway proof roll. Nuclear density tests shall be performed during the HMA work.

26. FFR: Add the following GN as the first GN:

CONFLICT BETWEEN COMPONENT PARTS OR SPECIFICATIONS

IN THE EVENT THAT ANY PROVISION IN ANY OF THE FOLLOWING COMPONENT PARTS OF THESE SPECIFICATIONS CONFLICT WITH ANY PROVISION IN ANY OTHER OF THE COMPONENT PARTS, THE PROVISION IN THE COMPONENT PART FIRST ENUMERATED BELOW SHALL GOVERN OVER ANY OTHER COMPONENT PART WHICH FOLLOWS IT NUMERICALLY, EXCEPT AS MAY OTHERWISE SPECIFICALLY BE STATED. SAID COMPONENT PARTS ARE THE FOLLOWING:

1. VILLAGE OF NORTHBROOK STANDARD DETAILS
2. NORTHBROOK STANDARD SPECIFICATIONS FOR PUBLIC AND PRIVATE IMPROVEMENTS
3. PLANS
4. ADDENDUM TO SPECIFICATIONS
5. SPECIAL PROVISIONS

DEMO PLAN:

27. FFR: The entire site is required to have 6' tall chain link fence surrounding the construction area with access gates identified. Please show the proposed fence and access gate locations.
28. FFR: The access locations need to have aggregate construction entrances as identified in the Northbrook standards. Existing HMA or concrete driveways are not accepted as an erosion control BMP, but can be incorporated into the aggregate entrance. The area of aggregate entrance needs to be shown on the plan as the dimensions listed on the standard.
29. FFR: Remove the existing water line extending from Shermer Rd. to the fire hydrant near the NW corner of the building. Abandon the existing water main connection by removing the tee, replacing a section of pipe, and installing sleeves.

GEOMETRIC PLAN:

30. FFR: Show ADA raised domes where the sidewalk exits into the parking lot or where the sidewalks cross the street.
31. FFR: The agreement for the sale of the property to the developer included a requirement to include a 10' wide multi-use path. The path needs to be shown on the plans.
32. FFR: The sidewalk on the public street needs to continue through the driveway at proper cross and running slopes. Draw the sidewalk showing the 10'x10' squares through the driveway. Provide elevations at the sidewalks to make sure this gets built correctly. There have been a couple developments in town that did not provide enough detail and during final inspections large areas of sidewalk and driveway needed to be removed to fix the sidewalk slopes. Refer to Northbrook standards P4 and P5.
33. FFR: Due to the expected volume of traffic, install detectable warning plates at the driveways in the public sidewalk.
34. FFR: Include an individual note in a box saying, "A pre-paving inspection shall be schedule with Northbrook Public Works at 847-2724711. A Materials Engineer (P.E.) hired by the contractor or developer shall attend the meeting and shall be present during the proof roll. The Materials Engineer shall provide a written determination of the suitability of the subgrade."

GRADING PLAN:

35. FFR: Show slopes of parking lots to verify that grades are no greater than 5% in any location.

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36. FFR: The pedestrian path of travel needs to be indicated for all ADA parking spots and should not have more than 1.5% cross slope and 4.5% running slope. This item shall be strictly enforced during inspections. The designer needs to bring attention to these areas in the plans.
37. FFR: What is the overland flow route of the detention ponds should a pipe stop operating? Include the path on the plans and indicate the intent of the arrow. It should be a different style arrow than the overland route going to the ponds.

UTILITY PLANS:

38. FFR: Show the Siamese connections on the buildings. The connections cannot be further than 100' from a fire hydrant. Dimension the distance to a hydrant.
39. FFR: Water main valves shall be spaced no further than 660'. Valve vaults were not shown on this set of plans. Village Requests that Valve Vaults be placed on either side of service to maintain service in case of shut downs.
40. FFR: Valve Vaults should be 60".
41. FFR: The Village has a water model maintained by Stantec Consultants. Once a final water main design is determined, the developer will need to hire Stantec Consultants to run the model to verify flows and update the model.
42. FFR: A note needs to be added to the Utility sheet that all proposed water main shall be maintained by the property owner.
43. FFR: There are potential environmental issues that need to be considered on the south side of the property. The underground utilities will need additional protection and consideration once the environmental concerns are better known.
44. FFR: Show the light poles on the Utility plans. If there are light poles located within 7' (center to center) of underground utilities. Move the utility or move the light poles.
45. FFR: Show water main quality pipe (C900 @ 20' length) for sanitary and storm sewer where crossings occur with the water main and required by the IEPA regulations.
46. FFR: Once the utilities are final, provide a Utility Crossing table for all utilities. An example is below.

CROSSING	BOTTOM OF PIPE	TOP OF PIPE	SEPARATION
C1	PROP STM 641.78	PROP SAN 639.36	2.42'
C2	PROP WTR 642.01	PROP SAN 640.23	1.78'
C3	PROP STM 642.62	PROP WTR 640.62	2.00' *
C4	PROP STM 642.74	PROP WTR 640.74	2.00' *
C5	PROP STM 642.75	PROP WTR 640.75	2.00' *
C6	PROP WTR 642.14	PROP SAN 639.50	2.64'
C7	PROP STM 642.30	PROP WTR 640.30	2.00' *

* INDICATES WATER MAIN MUST BE LOWERED TO ACHIEVE REQUIRED SEPARATION

WHEN SANITARY OR STORM SEWER CROSSES ABOVE THE WATERMAIN, PVC C900 IS REQUIRED FOR EITHER THE SANITARY OR THE STORM SEWER FOR 10 FEET ON BOTH SIDES OF THE CROSSING.

47. FFR: Show 24" separation from water main to sewer. IEPA allows 18", but 24" gives a factor of safety.

PLAT REVIEW:

48. FFR: Are there existing easements that need to be vacated?
49. FFR: When new plats are created, include language identifying the sanitary sewer and water main as owned by the Village of Northbrook (an MWRD and IEPA requirement on the permits) but maintained by the property owner. Language can be provided upon request via e-mail.
50. FFR: Identify all existing easements and documents on the Plat (if all easements are already included then disregard).

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

51. FFR: How does the owner want to address proposed easements for watermain, sanitary sewer, storm sewer and detention areas? The Village will be required to own the sanitary and watermain as a requirement of the MWRD and IEPA respectively, however the owner of the property will maintain the utilities. The Village must have the ability to access the utilities in emergency situations. Typically, the Village has been granted a blanket easement over all property not including the building locations.

EROSION CONTROL PLAN:

52. FFR: Ends of all silt fences shall show a J-hook of a 20' radius for 180 degrees. Refer to the Illinois Urban Manual for the distance between J-hooks. Include the Northbrook detail.
53. FFR: Include the aggregate construction entrances on the Erosion Control sheets as well as the Demo sheets. Include a note that the Construction Entrances will periodically need to be replaced as the void space is filled with sediment. Follow the Northbrook detail for construction entrance. Draw and dimension the entrance to the correct size.
54. FFR: Include the following notes on the first page of the Erosion Control Plan:
    NORTHBROOK SEDIMENT AND EROSION CONTROL REQUIREMENTS
    1. All Erosion and Sediment Control (ESC) measures will be maintained in accordance with the SWPPP and IDOT Erosion and Sediment Control Field Guide for Construction Inspection. The Guide can be found on the IDOT website.
    2. The Contractor will assume responsibility for maintenance of all soil erosion control during construction.
    3. The contractor shall check all ESC measures weekly and after each rainfall 0.5 inches or greater in a 24 hour period, or equivalent snowfall. Additionally, during winter months, all measures shall be checked by the contractor after each significant snowmelt. These reports shall be provided to the Village each week.
    4. The contractor shall provide the Village Engineer a plan to ensure that a stabilized flow line will be provided during storm sewer construction. The use of a stabilized flow line between installed storm sewer and open disturbance will reduce the potential for the offsite discharge of sediment-bearing waters, especially when rain is forecasted, so that flow will not erode.
    5. Any loose material deposited in the flow line of drainage structures, which obstructs the natural flow of water, shall be removed at the close of each working day. Prior to acceptance of the improvement, all drainage structures shall be free of dirt and debris.
    6. Temporary or permanent stabilization shall be enacted immediately upon completion of disturbance or if the work area is to be left undisturbed for 7 days or more.
    7. Under no circumstances shall the contractor prolong final grading and shaping so that the entire project can be permanently seeded at one time.
    8. The IEPA NPDES Permit and Storm Water Pollution Prevention Plan shall be maintained at the project field office and available for viewing by any Village of Northbrook Employee upon request.
    9. Silt fence logs are to be available on-site in case of silt fence damage and installed when sections of the silt fence are down. Silt fence shall be repaired with-in 7 days of damage.
    10. Dewatering operations for storm sewer shall be through a Siltation Bag of the appropriate size for the pump.
    11. Should these requirements above not be adhered to, requests for inspection (water main, driveway, storm sewer, etc.) by the contractor shall be denied

DETAILS:

55. FFR: A maximum of eight (8.5"x11") detail sheets shall be on one full size plan sheet. When printed full size, the detail will be the full 8.5"x11". When printed at 11"x17" the details are still legible. Some pages in the provided full size plan set are not legible because they are so small. They will be completely illegible printed at 11"x17" size.

SITE LIGHTING PLAN:

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

56. FFR: Lighting plans need to be included as part of the final engineering submittal.
57. FFR: Verify that all parking lot areas have a minimum of 0.6 foot-candles and every property line adjacent to a residential area has no more than 0.5 foot-candles.
58. FFR: Create a numbering system for each pole and include the pole number with the Fixture Schedules.
59. FFR: Include the Uniformity Ratio on these sheets. The Northbrook allowed Average/Minimum is 4:1 or better and the Maximum/Minimum is 9:1 or better.
60. FFR: Include cut sheets in the Details for every item installed concerning lighting. Typically, cut sheets have multiple versions of the same item on the sheet. Red line out the items not used.
61. FFR: Create a schedule similar to this one that includes each type of light and combination of poles.

Luminaire Schedule								
Symbol	Qty	Label	Arrangement	LLF	Description	Tag	Lum. Watts	Total Lamp Lumens
⊙	4	A	SINGLE	0.720	G793-70MHP (14' POLE)	15' MH	70	5600
⊙	4	B	SINGLE	0.950	1130LED-4ARC45T5-MDL03 (12' POLE)	14' MH	64.6	N.A.
⊙	7	C	SINGLE	0.950	1130LED-4ARC45T3-MDL03-HSS (12' POLE)	14' MH	66.4	N.A.

TRAFFIC IMPACT STUDY:

62. The traffic consultant will provide comments in a separate letter.

ENVIRONMENTAL REPORT:

63. FFR: Are there any environmental issues to consider from the previous use of the site? Are there any soils that need special care or processing?

LANDSCAPE PLANS:

64. FFR: Refer to Mark Cacioppo's comments.

SPECIFICATIONS:

65. FFR: Add the note below as the first specification:

CONFLICT BETWEEN COMPONENT PARTS OR SPECIFICATIONS

IN THE EVENT THAT ANY PROVISION IN ANY OF THE FOLLOWING COMPONENT PARTS OF THESE SPECIFICATIONS CONFLICT WITH ANY PROVISION IN ANY OTHER OF THE COMPONENT PARTS, THE PROVISION IN THE COMPONENT PART FIRST ENUMERATED BELOW SHALL GOVERN OVER ANY OTHER COMPONENT PART WHICH FOLLOWS IT NUMERICALLY, EXCEPT AS MAY OTHERWISE SPECIFICALLY BE STATED. SAID COMPONENT PARTS ARE THE FOLLOWING:

1. VILLAGE OF NORTHBROOK STANDARD DETAILS
2. NORTHBROOK STANDARD SPECIFICATIONS FOR PUBLIC AND PRIVATE IMPROVEMENTS
3. PLANS
4. ADDENDUM TO SPECIFICATIONS
5. SPECIAL PROVISIONS

Please direct the Applicant to provide a cover letter with the next submittal indicating how each of the comments has been addressed. Please direct the consultant to contact me if there are any questions concerning these comments. I can be contacted at 847/664-4120 or at matt.farmer@northbrook.il.us.

Cc: Project File
K:\PUBLICWORKS\ENGINEERING DIVISION\PROJECTS\PRIVATE COMMERCIAL DEVELOPMENT\SHERMER 1657\REVIEWS\20220803 SHERMER 1657 - PRELIMINARY REVIEW1.DOCX

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W Higgins Road, Suite 600 Rosemont, Illinois 60018-4920 Tel (847) 823-0500 Fax (847) 823-0520

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

September 16, 2022

Village of Northbrook
1225 Cedar Lane
Northbrook, IL 60062

Attention: Jack Bielak, PE, Village Engineer
Department of Public Works

Subject: 1657 Shermer Road Development – 2nd Preliminary Stormwater Review
(CBBEL Project No. 06-0191.00R52)

Dear Mr. Bielak:

The purpose of this letter is to summarize a Christopher B. Burke Engineering, Ltd. (CBBEL) preliminary stormwater review for the proposed 1657 Shermer Road Development located in the Village of Northbrook (Village). The approximately 10.3-acre proposed project involves the construction of multi-family buildings, a restaurant, parking areas/access driveways, and above- and below-grade stormwater detention facilities.

We received the following stormwater related items for review:

- Preliminary engineering plans for the 1657 Shermer Road Development, prepared by V3 Companies, Ltd. (V3), revised September 6, 2022.
- Preliminary stormwater management report for the 1657 Shermer Road Development, prepared by V3, dated July 29, 2022.

CBBEL has reviewed the above information with respect to the Village Ordinances, the Metropolitan Water Reclamation District of Greater Chicago (MWRD) Watershed Management Ordinance (WMO), and standard engineering methods. The comments from our previous review, along with their current disposition **(in bold)**, are provided below.

1) The proposed design utilizes underground detention in oversized CMP pipes. The Village's *Engineering Standards & Specifications* (Pages IV-15 and IV-18) only allow concrete for storm sewers and underground detention systems.
We understand that the applicant has provided the Village with additional information to consider the use of CMP, therefore the resolution of this comment is based on Village approval.

2) Accounting for the previous comment, please include the details for the underground detention systems for the project (dimensions, layout, NWL, HWL, etc.) so that the provided volumes can be verified.
Comment addressed.

3) Please explain how the MWRD volume control requirements will be satisfied by the proposed development. Storage below the NWLs of the detention facilities would be an acceptable method of meeting these requirements, provided the volume control includes an underdrain and is offset at least two feet from the seasonally high groundwater elevation (SHGWE).
Comment addressed.

4) The proposed design will utilize an existing concrete vault as part of the stormwater detention system and will also maintain a portion of the existing storm sewer. Have the vault and storm sewers been inspected/televised to ensure they are in good working order?
We understand that the existing vault and storm sewers will be televised/inspected prior to construction. CBBEL has no objection to this approach provided the televising/inspection information is acceptable to the Village.

5) Please update the utility plan to show the outlet piping for the underground detention system located at the northeast corner of the site.
Comment addressed.

6) Please revise the grading/storm sewers along the northern property boundary to better capture stormwater runoff before it reaches the existing residential properties to the north.
Comment addressed.

Please feel free to contact me (lsherry@cbbel.com) at 847-714-5661 should you have any questions concerning these review comments.

Sincerely,



Luke J. Sherry, PE, CFM
Senior Water Resources Engineer

cc: Jim Baxa, CFM – Village of Northbrook
Thomas Burke, PhD, PE – CBBEL

LJS\
N:\NORTHBROOK\06191\R53\Water\Docs\L2.2nd Preliminary Stormwater Review.091622.docx

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

Memo

To: Chan Yu

From: Mark Cacioppo

CC: Kelly Hamill, Terry Cichocki, Jack Bielak Jim Baxa

Date: 9/27/22

Re: 1657 Shermer Plan Commission Docket PCD-22-0008 – Tree Preservation Review 2

Message

1. The tree inventory submitted has trees that are incorrectly identified. Please correct in next submittal. Provide a tree inventory of all trees including those less than 6 inches in diameter on the property, any trees on neighboring properties within 20 feet of the property line and the trees located in the Village right of way. Some trees on the inventory sheet are not located correctly. For example tree 604 is not located on the property to the north. Are any of the trees in the SW corner located off the subject property?

   Addressed

2. Tree removals. All the trees should be shown as being removed from the property due to the proposed extensive construction on site and the overall fair condition of the majority of trees. This should be reflected on the engineering plans as there are currently trees shown to be preserved. The trees in the SW corner, possibly on the neighboring property to the south will likely need to be removed as they will not survive the construction impact. The trees are on the common property line with or on the property of 1707 Shermer. At time of tree removal application submittal, a letter of consent from the neighboring property owner agreeing to the removals is required.

   Addressed

3. There are approximately 12 good condition small trees on the property, not currently shown on the inventory that could be transplanted to other locations on the property. 5 of the trees are located west of the front parking lot, 1 north of the front parking lot and 6 in the north parking lot. With the additional removals of the trees along the north property line can these trees be relocated there?

   Addressed

4. There is currently no screening shown on the landscape plan for the restaurant parking lot along Shermer or along the north property line bordering the residential properties to the north.

   Not addressed

   Proposed arborvitae screening will need consist of mixed species of arborvitae, junipers and/or cypress. Straight arborvitae hedges will not be approved.

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

5. The two proposed trees (GK) at the turn in the road at the NE corner will need to be removed due to required turning requirements for fire vehicles.

   Addressed

6. Provide a list of the proposed native plantings for the detention areas. Please provide a 3 year maintenance plan for the native plant detention areas.

   Not addressed

   3 year maintenance plan could not be located. On sheet #8

7. Provide proposed quantities of the plants on the plant list table.

   Not Addressed

   Quantities were not provided in the table.

8. Replace the Honey locust and Red maple trees with approved trees off Northbrook's Tree Replacement List. The two trees proposed are on the Village's do not plant list. The White oak trees should be replaced with a tree that can better handle urban sites.

   Addressed

9. Trees should not be planted in groups consisting of the same tree types. Trees should be diversely spread throughout the property.

   Not Addressed

   Clumping of trees in some areas is acceptable. Not all trees in one area should consist of the same tree, ie. The parking lot islands all being the same tree type. Should the chosen tree type become diseased or insect infested it will leave the area completely treeless. Diversify some of the proposed monocultures.

10. Any proposed trees next to the buildings should be fastigate or upright trees with narrow crowns that will not grow into the building over time. There are currently full size shade trees with large canopy spread proposed next to the buildings.

    Addressed

11. Structural Soil- Attached are details for the use of structural soil in parking lot islands and limited space planting locations. All islands and limited space planting locations will require the use of quartzite based Cornell structural soil to provide adequate soil volume for the proposed trees. Provide a table on the plans with the proposed soil volumes for each island and limited space planting location. Limits of the areas where structural soil will be used should be shown on the plans. It is likely structural soil will be needed under many of the walks surrounding the restaurant and residential buildings to provide adequate soil volume for the proposed trees.

    Not Addressed

    No table was provided for parking lot island volumes or limited space planting locations.

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

12. The 4 parking lot islands in the restaurant parking lot should each have only contain one shade tree.

    Not addressed

    Substituting one shade tree for another shade tree with a similar mature size does not address the limited planting space available for trees in the parking lot islands.

13. Oaks are not suitable for parking lot plantings.

    Addressed

14. Additional comments may be forthcoming with future submittals.

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

CIVILTECH

Civiltech Engineering, Inc.
www.civiltechinc.com

Two Pierce Place, Suite 1400
Itasca, IL 60143
Phone: 630.773.3900
Fax: 630.773.3975

30 N LaSalle Street, Suite 3220
Chicago, IL 60602
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Fax: 312.726.5911

Transportation Design
Traffic Engineering
Civil Engineering
Construction Engineering
Environmental Studies
Water Resources
Structural Design
Right of Way
Urban Design
Transportation Planning
Program Management

Technical Memorandum

Date: September 23, 2022

To: Michaela Kohlstedt, AICP
Director of Development & Planning Services

From: Steve Pautsch, P.E., PTOE
Civiltech Engineering, Inc.

1657 Shermer Road Development
Traffic Study Dated September 13, 2022

Civiltech has reviewed the revised Traffic Impact Study dated September 13, 2022 prepared by KLOA, Inc., and the associated site plan for the proposed 1657 Shermer Road development in the Village of Northbrook. We offer the following transportation-related comments on this development proposal.

1. The trip generation comparison provided on pages 16 and 17 of the TIS is likely conservative because the General Light Industrial land use code was used to project traffic volumes for the previous development. However, the former development had a significant office component, which likely would have generated much more traffic than assumed, possibly more than the proposed project.
2. The traffic study and site plan should indicate which leg(s) of the private Woodlawn/parking garage/N-S private road intersection will be under stop sign control.
3. The site plan should be updated to show a pedestrian crossing the west leg of private Woodlawn across from the parking garage driveway.
4. The site plan should be updated to show the proposed crosswalks and ADA ramps at the north and south legs of Shermer Road at Woodlawn Road, which the petitioner has committed to install.

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

BOARD OF EDUCATION / ADMINISTRATIVE OFFICES
NORTHBROOK / GLENVIEW SCHOOL DISTRICT 30

Michaela Kohlstedt, AICP
Senior Planner of Development & Planning Services
Village of Northbrook
1225 Cedar Ln
Northbrook, IL 60062

September 22, 2022

Dear Ms. Kohlstedt,

On behalf of the Northbrook/Glenview District 30 Board of Education, thank you for sharing the information regarding the proposed development at 1657 Shermer Road (Grainger Property). As with all decisions related to zoning and development, District 30 will support the decision made by the Village of Northbrook.

Student Enrollment Impact
The information provided includes 335 apartments, including 215 1-bedroom, 84 2-bedroom, and 36 3-bedroom units.

Our demographer, Dr. McKibben, noted that our student impact may exceed the 25 students projected by the developers (16 at Wescott and 9 at Maple). Enrollment at both Wescott and Maple have several grade levels close to needing additional sections. Any increase in students at this time will likely cause additional sections and teachers within both schools.

We maintain that the impact will be closer to 30 elementary and 12 middle-school students. However, our Elementary Capacity Project that was completed in the fall of 2021 added eight classrooms and a gym to Wescott School, relocating kindergarten at Wescott and increasing the building's capacity. Therefore, as long as a significant change in the home sales within Northbrook does not occur, the additional students should be able to be incorporated into the school.

Process Support
As always, we appreciate being included in the process, and District 30 will support the decision made by the Village of Northbrook with community input opportunities.

Please let me know if you have questions.

Sincerely,

Brian K. Wegley

Dr. Brian K. Wegley
Superintendent of Schools

Attachment: PC 10-18-22 Minutes, Staff Report, Addendum, Original Staff Comments (6522 : Staff Memo Relating to 1657 Shermer Road)

Plan Commission

Plan Commission

~ Minutes ~

1225 Cedar Lane
Northbrook, IL 60062
www.northbrook.il.us

Debbie Ford
(847) 664-4013

Tuesday, November 1, 2022 **7:30 PM** **Village Hall**

1. CALL TO ORDER

Attendee Name	Title	Status	Arrived
Caitlyn Culbertson	village Attorney	Present	
Steven Elisco	Chairperson	Present	
Jeff Sandler	Commissioner	Present	
Jeremy Melnick	Commissioner	Present	
Mark DeBartolo	Commissioner	Present	
Allen Morgen	Commissioner	Present	
Amy Torf	Commissioner	Absent	
Eric Schwager	Commissioner	Absent	
Ken Walden	Commissioner	Present	
Keri Halperin	Commissioner	Present	
Chan Yu	Deputy Director	Present	
Swati Pandey	Planner	Present	
Michaela Kohlstedt	Director	Present	
Stewart Weiss	Village Attorney	Present	

2. MINUTES APPROVAL - October 18, 2022

Commissioner DeBartolo moved, Commissioner Morgen seconded the motion to approve the minutes as amended. On voice vote, all were in favor.

Commissioner DeBartolo noted a correction on page 4, line 30.

Chairman Elisco noted a correction on page 10, line 11.

3. COMMUNITY PLANNING REPORT

4. HEAR FROM THE AUDIENCE

5. CONTINUED REVIEW OF APPLICATIONS

Attachment: PC 11-1-22 Minutes, Staff Report, Addendum (6522 : Staff Memo Relating to 1657 Shermer Road)

A. **PCD-22-08: 1657 SHERMER - PLANNED DEVELOPMENT (Second Public Hearing). An application filed by Quarterra Multifamily Communities, LLC as contractual purchaser of 1657 Shermer Rd which is owned by the Village of Northbrook along with Housing Opportunity Development Corporation for the purpose of authorizing the following zoning relief to allow construction of planned development: A) Rezoning from I-1 Restricted Industrial & R-5 Single Family to the Village Green Residential & Commercial District; B) Zoning Code Text Amendment to allow an Increase in Maximum Height from 45' & 4 stories to 70' & 5 stories; C) Special Permit for a Concept Planned Development; D) Special Permit for More than One Principal Structure on a Zoning Lot; E) Special Permit for a Restaurant; F) Special Permit for Outdoor Seating Accessory to Eating Place; G) Tentative Plat of Re-Subdivision for 2 Lots; H) Approval of the following Variations: 1. reduce required number of loading spaces from 1 to 0; 2. reduce required front yard from 10' to 2'; 3. reduce required interior yard from 5' to 1'; 4. reduce required rear yard from 20' to 15' on south parcel & from 20' to 4' on the north parcel. I) Waiver of Zoning Code Requirement for parking garage ramps not to exceed 8% slope to allow a 15% slope; J) Approval of the following exceptions: 1. Reduce required lot area per dwelling unit from 1,815 sq ft to 1,100 sq ft; 2. Reduce required number of parking spaces for an affordable housing apartment from 2 to 1.25 spaces per unit; 3. Reduce required number of parking spaces for an apartment building from 2 to 1.5 spaces per unit; 4. Not require installation of wheel stops; 5. Increase the maximum permitted parking garage slope from 5% to 6%; 6. Increase the allowable area of ground signs from 25 sq ft, but not to exceed 100 sq ft per sign face; 7. Increase the number of ground signs permitted, & decrease the required space distance. K) Site Plan Approval; & L) Approval of any such other zoning relief.**

Katriina McGuire, Zoning Counsel with Thompson Coburn, 55 East Monroe, Chicago, IL, thanked the Plan Commission and Village staff for considering their development project. She noted changes were made to the site plan, and the density was decreased in response to comments heard during the first public hearing.

Michaela Kohlstedt, Director discussed an application submitted by Quarterra Multifamily Communities, LLC, for the property located at 1657 Shermer Road. The property is zoned I-1 (Restricted Industrial) and R-5 (Single-family Residential). The Comprehensive Plan's Future Land Use designation is Major Corridor Multi-Use. She provided a brief overview of the 2012 Downtown Plan which stated that mixed use is appropriate on the site and that dense multi-family residential is appropriate in the downtown. The applicant previously proposed to build a 335-unit luxury apartment development (5-story building), with 6,500 square feet for retail; and the original site plan design included a 70' building height; however the Applicant has reduced the height and other items that resulted in a reduction in the relief being requested.

The applicant plans on donating 1.5 acres to a non-profit entity named Housing Opportunity Development Corporation (HODC). She provided a brief overview of the site plan changes. The site plan modifications have increased parking, and decreased density (removed 17-units). The applicant is proposing to build a 318-unit luxury apartment development with a building majority height of 60' to 62', not to exceed 64' (below the maximum permitted height in the RLC District), and 5-units will be dedicated as affordable housing. The Plan Commission expressed concern regarding the following: building, height, density, parking, monolithic appearance of the facade, integration of affordable housing, and requested variations. The new site plan design includes two additional parking areas on the north side of the property and south of the restaurant.

Attachment: PC 11-1-22 Minutes, Staff Report, Addendum (6522 : Staff Memo Relating to 1657 Shermer Road)

The applicant requested an alternative means of compliance with the affordable housing plan by donating 1.49 acres of land for an affordable and supportive housing development to be constructed and managed by the HODC, a separate developer. Furthermore, the relocation of the building to the south increased buffering to the north and increased the setback to 55'. She noted the requested relief/primary issues for the Plan Commission should consider.

Chairman Elisco requested more information regarding the Affordable Housing Plan. Ms. Kohlstedt responded the plan applies to the following development projects: multi-family, and residential (over 5-lots). Residential developments over 5-lots, but under 19-lots, can choose to pay a fee in lieu, and Multi-family developments must dedicate 15 affordable units, or propose an alternative means of compliance (land donation). The Village Board adopted the Affordable Housing Plan to increase affordable housing stock in Northbrook.

Commissioner Sandler asked if the Village received comments from the School Districts. Ms. Kohlstedt responded no.

Chairman Elisco discussed comments received from the public regarding the School Districts. He read a letter received from Dr. Brian Wegley. The school District 30 stated they will be able to accommodate the students generated by the development, and they will have extra capacity available. The Village has not received a letter from District 28 regarding affordable housing. The applicant is proposing to build a 318-unit luxury apartment development, and the smaller building will have 48-units. Furthermore, the proposed development project complies with the Comprehensive Plan.

Jeff Woll, VP of Quarterra, provided a brief overview of the site plan changes. The Plan Commissions concerns were taken into consideration when modifying the site plan design. The site plan changes consist of the following: decreased density, decreased building height (64'), increased parking (two additional parking areas on the north side of the property and south of the restaurant), decreased units (remover 17-units), less cars per unit, increased front yard/buffering, increased landscaping (23,500 sq ft pervious green space), and stormwater improvements (retention ponds and underground storage facilities). The proposed development will increase Downtown walkability (located near the Metro).

Richard Koenig, Executive Director with Housing Opportunity Development Corporation (HODC), 5340 Lincoln Avenue, Skokie, IL, stated the Affordable Housing Ordinance allows an alternative means of compliance. The organization supports incorporating affordable housing units into development projects. Quarterra is proposing to donate of 1.5 acres to HODC; which specializes in affordable housing developments. HODC plans on building 45 supportive housing units to be constructed as affordable housing for persons with developmental or intellectual disabilities. He noted they are exceeding the 15% affordable requirement, and 98% of the units will fall below 68% AMI. The goal is to create more affordable housing opportunities in Northbrook.

Jeff Woll stated the student generator estimated the proposed development will generate 42 students. The development will generate $1.4 million in tax revenue (District 28, 30, and 225), and high-density developments increase the tax base, which decreases the burden on a single-family home. Studies show multifamily developments do not adversely impact single-family homes (positively impact home values); and the project will include several sustainability items.

Attachment: PC 11-1-22 Minutes, Staff Report, Addendum (6522 : Staff Memo Relating to 1657 Shermer Road)

Commissioner Walden asked if the visual screen will be placed in both buildings. Jeff Woll responded yes both buildings.

Commissioner Sandler asked if the applicant secured a restaurant tenant. Jeff Woll responded none that he can share publicly, however they have three interested restaurateurs.

Commissioner Sandler asked if the applicant met with the residents in the last 2-weeks. Jeff Woll responded they have communicated with the public by text and email. Furthermore, he was unsuccessful in scheduling a meeting with the President of Shermer Place.

Commissioner Walden requested the applicant elaborate on the financial hardship. Jeff Woll explained how the removal of the fifth floor (eliminates 68-units) would create a financial hardship due to economic factors such as inflation. He noted they are removing a portion of the west facade (removing 17-units).

Chairman Elisco asked if the gray area was setback. Jeff Woll responded the gray area was dipped down to 4-stories and slightly setback.

Chairman Elisco asked what the setback is of the gray area. Patrick Cusack, Principal with Antunovich Associates, 224 West Huron, Chicago, IL, responded the area is setback.

Chairman Elisco asked if the non-native species were replaced in the landscape design. Mr. Cusack responded the landscape design will incorporate native species; however, he does not know if the three non-native species were replaced.

Chairman Elisco asked how the applicant plans on incorporating electrical powered lawn equipment. Mr. Cusack responded they will strive to use electrical powered lawn equipment.

Chairman Elisco asked if the detention ponds will have no water. Mr. Cusack responded that is correct, and natural species will be incorporated for filtration.

Commissioner Morgen asked what the rental income range is. Mr. Woll responded 24, 32, and 36.

Commissioner Morgen asked why the applicant chose to include the retail/restaurant concept. Mr. Woll responded the retail/restaurant will greatly benefit the community.

Commissioner Halperin asked what demographic the applicant will target for supportive housing. Richard Koenig responded the supportive housing will be offered to individuals with a range of disabilities. He noted room details will not be available until the property is marketed to the public and the wait list is generated.

Chairman Elisco asked what percentage of the projects are standalone affordable housing buildings versus integrated. Richard Koenig responded 100% of the HODC projects are standalone affordable housing buildings.

Chairman Elisco asked Mr. Koenig to speak to the concern some have that a standalone building sends a negative message to the community. He asked if the applicant performs a yearly analysis on their completed developments. Richard Koenig responded yes; they perform the property

Attachment: PC 11-1-22 Minutes, Staff Report, Addendum (6522 : Staff Memo Relating to 1657 Shermer Road)

management in-house. He noted the separate buildings are designed very similar with a luxury appeal.

Chairman Elisco opened public comment.

Mark Paulissian, 2317 Illinois Road, spoke in opposition of the proposed project. He noted the project lacks information. He expressed concern regarding the following: school overcrowding, parking, Metra Station impacts, high density, segregated housing, and increased taxes.

Scott Cawley, 1824 Maple Avenue, spoke in opposition of the proposed project. He expressed concern regarding the following: project design, requested variances, and student count. He requested the Commission take the residents into consideration when reviewing the application.

Steve Dress, 2141 Ash Lane, spoke in opposition of the proposed project. He expressed concern regarding the following: project design, traffic impacts, and pedestrian safety.

Scott Bush, 2685 Walters Avenue, spoke in opposition of the proposed project. The Village made a bad purchase by investing in the Granger property without input from the public; and the Village does not need to sell the property to balance the budget. The property is not appropriate for an apartment complex or nursing home center, and the community opposes the development project. He requested the Commission take the residents into consideration when reviewing the application.

Vita Manicioto, 2829 Manor Drive, spoke in opposition of the proposed project. The developer's objective is to make money in Northbrook, and the community opposes the development project. He expressed concern regarding the following: segregated housing, estimated tax revenue, parking, and building height. He requested the Commission thoroughly evaluate the application.

Patrick Wang, 1978 Kingsley Circle, spoke in opposition of the proposed project. The project will negatively impact the residents, and the community opposes the development project. He expressed concern regarding the following: project design, traffic impacts, and increased density.

Richard Mesirow, 2155 Farnsworth Lane, spoke in opposition of the proposed project. He expressed concern regarding the following: segregated housing, project design, building height, traffic impacts, and burdening emergency services.

Todd Daniels, President of Shermer Place, 1914 Farnsworth Lane, spoke in opposition of the proposed project. He noted they were unsuccessful in scheduling a meeting to speak with the developer. He expressed concern regarding the following: high density, traffic impacts, project size, increased noise, school impacts, and parking.

Eleni Katsaulis, 2095 Woodlawn Road, spoke in opposition of the proposed project. The developer did not make significant changes or reach out to meet with residents in the community. She expressed concern regarding the following: lack of trees, increased density, traffic impacts, parking, and school overcrowding. She requested the Commission reconsider the following: proposed density, green space, and commercial space.

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Les Pine, 3637 Indian Wells, spoke in opposition of the proposed project. He expressed concern regarding the following: marketing concept, segregated housing, commercial space, and new management.

Brian Shactman, 530 Charlemagne Drive, spoke in opposition of the proposed project. He expressed concern regarding school overcrowding, and increased density. He requested the Commission take the residents into consideration when reviewing the application.

Dan Fernitz, 2235 Maple, spoke in opposition of the proposed project. He expressed concern regarding the following: requested relief, rezoning, and variations. He requested the Commission thoroughly evaluate the application.

Mark Kolod, 2043 Woodlawn Road, spoke in opposition of the proposed project. He suggested the site be developed into a public park or single-family development. He expressed concern regarding the following: distorted renderings, lack of community outreach, and traffic impacts. He requested the Commission take the residents into consideration when reviewing the application.

Cindy Lee, 1680 Shermer, spoke in opposition of the proposed project. The developer failed to perform community outreach. She expressed concern regarding the following: parking, traffic study, and traffic impacts. She suggested the Commission find a buyer who is proposing an appropriate project that benefits the community, or decrease the purchase price to allow the developer to decrease the density.

Patty Dryer, 1922 Beaumont Place, spoke in opposition of the proposed project. The community does not favor the proposed development. She expressed concern regarding the project size, and increased density. She requested the Commission oppose the proposed development project.

Jennifer Wyton, 2076 Woodlawn Road, spoke in opposition of the proposed project. She expressed concern regarding the following: increased density, building height, rezoning, segregated housing, variations, building height, and parking.

Cindy Valleau, 2058 Woodlawn Road, spoke in opposition of the proposed project. She expressed concern regarding the following: increased density, segregated housing, building height, traffic impacts, parking, and project size. She requested the Commission oppose the proposed development project.

Elly Sutphen, 1126 Briarwood Lane, spoke in opposition of the proposed project. The community does not favor the proposed development. She expressed concern regarding school overcrowding, and traffic impacts. She requested the Commission take the residents into consideration when reviewing the application.

Gail Rago, 2322 Woodlawn Road, spoke in opposition of the proposed project. The community does not favor the proposed development. She requested the Commission take the residents into consideration when reviewing the application.

Len Rago, 2322 Woodlawn Road, spoke in opposition of the proposed project. The community should not suffer because the Village made a bad real estate investment. He expressed concern

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regarding school impacts. He requested the Commission take the residents into consideration when reviewing the application.

John Wickstom, 1715 Penfold Place, spoke in opposition of the proposed project. He expressed concern regarding the following: increased density, school overcrowding, and project size.

Vida Wu, 2027 Woodlawn Road, spoke in opposition of the proposed project. She expressed concern regarding the following: increased noise, commercial space, rooftop bar, parking, buffering, emergency service impacts, and project size. She submitted a petition into evidence.

Brian Gordon, 2127 Woodlawn Road, spoke in opposition of the proposed project. He expressed concern regarding the following: increased density, traffic impacts, pedestrian safety, and parking.

Scott Miller, 304 Fox Run Dr., spoke in opposition of the proposed project. He encouraged the public to attend the Village Board meetings, and thanked the Commission for thoroughly evaluating applications. He suggested the Commission consider a Crestwood development project. He expressed concern regarding the lack of disability information.

Paul Sholty, 2410 Partridge Lane, spoke in opposition of the proposed project. The developers are pitching a sales pitch to the Village. He expressed concern regarding the following: increased density, project size, parking, traffic impacts, school overcrowding, and access points. He requested the Commission oppose the development project.

Ellen Ribaudo, 2144 Woodlawn Road, spoke in opposition of the proposed project. She expressed concern regarding the following: increased density, building height, access points, traffic impacts, and school overcrowding. She requested the Commission considered a less dense development with more green space.

John Valleau, 2058 Woodlawn Road, spoke in opposition of the proposed project. He expressed concern regarding increased density, and ratio calculation. He requested the Commission enforce the Village Zoning Code.

Fumi Horner, 887 Bromley Place, spoke in opposition of the proposed project. She expressed concern regarding the following: segregated housing, and supportive housing location near the train station.

John Fernitz, 1509 Chapel Court, spoke in opposition of the proposed project. He expressed concern regarding the request relief.

Mark Malter, 1830 Lincoln Avenue, spoke in opposition of the proposed project. The proposed development will not increase property values, or decrease real estate taxes.

Carl White, 2201 Ash Lane, spoke in opposition of the proposed project. He expressed concern regarding high vacancy rates. He requested the Commission take the residents into consideration when reviewing the application.

Dongning Li, 1713 Fieldwood Dr., spoke in opposition of the proposed project. He expressed concern regarding school overcrowding, and increased density.

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Bill Schermerhorn, 1117 Briarwood Lane, spoke in opposition of the proposed project. The community does not favor the proposed development. He expressed concern regarding the requested relief, and traffic impacts. He requested the Commission take the residents into consideration when reviewing the application.

Commissioner Halperin made a motion to close the public hearing; seconded by Commissioner DeBartolo. On roll call vote, all were in favor. (7 Yes Votes, 0 No Votes)

Commissioner DeBartolo made a motion to reopen the public hearing; seconded by Commissioner Halperin. On roll call vote, all were in favor. (7 Yes Votes, 0 No Votes)

Ms. McGuire thanked the public for their feedback. The developer will be able to address the publics concerns regarding density, building height, and parking. Many of the public comments heard tonight are not considered fact based. The developer submitted several studies/calculations from qualified individuals. The goal is to develop a financially viable project, and the requested relief will help the Village update outdated zoning regulations. She requested a favorable recommendation from the Plan Commission.

Commissioner Morgen asked what building existed before The Fin development. Jeff Woll, Vice President of Development with Quarterra, 151 North Franklin, Chicago, IL, responded a one-story medical office building. The Fin development project was completed 1.5 years ago, and occupancy rate is 93%-94%.

Commissioner Morgen noted the Fin development is a financial success with only 212-units.

Commissioner Halperin made a motion to close the public hearing; seconded by Commissioner DeBartolo. On roll call vote, all were in favor. (7 Yes Votes, 0 No Votes)

Commissioner Sandler stated no project is considered a done deal, and developers specialize in making a profit. The goal is to develop the site; however, the proposed project is not appropriate. He thanked the developer for modifying the site plan. He expressed concern regarding the following: building height, increased density, pedestrian safety, guest parking, proposed signage, restaurant concept, noise spillage, special permit requests, and traffic impacts. He encouraged the public to reach out to the School District regarding school overcrowding. He disagrees with the Climate Action Plans recommendation to increase density to promote walking; and noted he will not be voting in favor of the proposed development project.

Commissioner Morgen noted development projects will bring new students in the School District. He expressed concern regarding the following: lack of community engagement, private equity funding, increased density, restaurant concept, and parking.

Commissioner Walden thanked the developer for the lovely presentation. He expressed concern regarding the following: increased density, traffic impacts, school overcrowding, student calculations, segregated housing, and building height. The proposed development project is inconsistent with the corridor. Furthermore, he will not be voting in favor of the proposed development project.

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Commissioner Melnick stated no project is considered a done deal; and thanked the public for speaking tonight. He noted he will not be voting in favor the proposed development project, due to the public's strong opposition towards the proposal.

Commissioner DeBartolo concurs with Commissioner Sandler. He thanked the applicant for submitting a modified site plan. He expressed concern regarding the building height and increased density. The project density needs to be reduced by 25%.

Commissioner Halperin thanked the developer for the lovely presentation and the public for speaking tonight. She expressed concern regarding school overcrowding, and traffic impacts. The goal is to develop the site; however, the proposed project is not appropriate. She favors lowering the purchase price to decrease the project density. Furthermore, she will not be voting in favor of the proposed development project.

Chairman Elisco stated the developer is proposing to build a quality product; and thanked the public for speaking tonight. The developer is proposing a great project; however, the location is not appropriate. He discussed the Plan Commissions duty to the Village and evaluation process. He encouraged the public to attend future meetings to provide public input, and no project is considered a done deal. The Commission thoroughly evaluates applications to determine if the project is appropriate for the site. Furthermore, he will not be voting in favor of the proposed development project and favored the proposed facade changes.

Commissioner Halperin made a motion to direct staff to prepare a resolution to deny PCD-22-08; seconded by Commissioner Walden. On roll call vote, all were in favor. (7 Yes Votes, 0 No Votes)

6. OLD BUSINESS

7. NEW BUSINESS

8. ADJOURN

Commissioner Halperin made a motion, seconded by Commissioner DeBartolo to adjourn. On voice vote, a motion to adjourn passed unanimously. Adjourned at 10:40 p.m.

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MEMORANDUM
VILLAGE OF NORTHBROOK
DEVELOPMENT AND PLANNING SERVICES DEPARTMENT

TO: PLAN COMMISSION

FROM: MICHAELA KOHLSTEDT, DIRECTOR OF DPS

DATE: NOVEMBER 1, 2022

SUBJECT: PCD-22-08: 1657 SHERMER ROAD – SPECIAL PERMIT FOR PLANNED DEVELOPMENT CONSISTING OF MULTI-FAMILY RESIDENTIAL AND RETAIL

Attachment: PC 11-1-22 Minutes, Staff Report, Addendum (6522 : Staff Memo Relating to 1657 Shermer Road)

INTRODUCTION

On November 1, 2022 the Plan Commission will conduct the second public hearing for an application filed by Quarterra Multifamily Communities, LLC (the "Applicant") as contractual purchaser of 1657 Shermer Road (the "Subject Property") which is owned by the Village of Northbrook (the "Owner") along with Housing Opportunity Development Corporation (the "Co-Applicant") for the purpose of authorizing the following zoning relief to allow construction of a mixed use planned development consisting of two residential buildings and one commercial structure:

A. Rezoning from I-1 Restricted Industrial and R-5 Single Family Residential to the VGRC Village Green Residential & Commercial District;
B. Zoning Code Text Amendment for Subsection 8-711A of Article VIII – Part VII to allow an Increase in Maximum Height from 45' and 4 stories to 70' and 5 stories; *[**NOTE**: This request is being reduced to 64']*
C. Special Permit for a Concept Mixed Use Planned Development;
D. Special Permit for More than One Principal Structure on a Zoning Lot;
E. Special Permit for a Restaurant;
F. Special Permit for Outdoor Seating Accessory to Permitted Eating Place;
G. Tentative Plat of Re-Subdivision for 2 Lots;
H. Approval of the following Variations:
    1. Variation to reduce required number of loading spaces from 1 to 0;
    2. ~~Variation to reduce the required front yard from 10' to 2' to accommodate parking;~~
    3. Variation to reduce the required interior yard (south) from 5' to 1' to accommodate parking;
    4. Variation to reduce the required rear yard from 20' to 15' on south parcel and from 20' to 4' on the north parcel to accommodate parking.
I. Waiver of Zoning Code Requirement for parking garage ramps not to exceed 8% slope to allow a 15% slope;
J. Approval of the following exceptions to the Zoning Code requirements in conjunction with a Mixed Use Planned Development application:
    1. Reduce the required lot area per dwelling unit from 1,815 square feet to 1,100 square feet;
    2. Reduce the required number of parking spaces for an affordable housing apartment building from 2 spaces per unit to 1.25 spaces per unit;
    3. Reduce the required number of parking spaces for an apartment building from 2 spaces per unit to ~~1.5 spaces per unit~~ **1.68 spaces per unit**;

4. Not require installation of wheel stops in parking stalls that are not adjacent to a curb;
5. Increase the maximum permitted parking garage slope from 5% to 6% for a parking garage accessory to an apartment building;
6. Increase the allowable square foot area of ground signs from 25 square feet, but not to exceed 100 square feet per sign face;
7. Increase the number of ground signs permitted in a planned development, and decrease the required space distance between signs.

K. Site Plan approval; and

L. Approval of such other zoning relief as may be necessary to accommodate the development of the Subject Property as proposed by the Applicant.

SUMMARY OF OCTOBER 18, 2022 PLAN COMMISSION PUBLIC HEARING

On October 18, 2022 the application underwent its first public hearing. After a staff presentation regarding the requested zoning relief and the proposed plan, the Applicant made a brief presentation and responded to questions. Prior to the meeting three additional pieces of public correspondence were received, as well as signatures on a letter from the public which was submitted during the public hearing, all of which are attached for review with additional public comments received following the public hearing. In addition to the written comments, several members of the public spoke at the meeting. The concerns raised by the public included building height; density; conflicts with the Comprehensive Plan; parking and cut-through traffic; impact on school districts; lack of landscaping; and emergency service impacts. The public hearing was then closed to discuss the application.

The Commissioners discussed the application with a majority of the Commission finding the rezoning to be appropriate and noting that residential is also appropriate on the Subject Property. The Plan Commission discussed issues related to the application and raised the following concerns:

- Several Commissioners questioned the request for a Text Amendment to allow 70' on the Subject Property noting that 70' as requested may be too tall, or more appropriate to be allowed by special permit.
- There was a concern with the proposed density on the Subject Property.
- A majority of the Commissioners had a concern with whether or not the site contained adequate parking for the proposed planned development.
- It was noted that the front façade appeared monolithic with limited relief to break up the expanse of the wall.
- There was a request to either mix the affordable units into the larger building, or consider sharing amenities found in the larger apartment building.
- The Commissioners recommended that the Applicant consider reducing the requested yard variations.

The minutes of this meeting have not yet been approved to include with this report.

RESPONSE TO CONCERNS RAISED BY THE PLAN COMMISSION

The Applicant has submitted additional information and a revised plan in response to the questions and comments from the Commission and members of the public.

The following is an overview of the concerns raised, and questions asked, by the Commission along with the Applicant's response and staff commentary.

1) **Several Commissioners questioned the request for a Text Amendment to allow 70' on the Subject Property noting that 70' as requested may be too tall, or more appropriate to be**

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allowed by special permit.

- ***Applicant Response:*** *The Applicant has submitted a revised proposal which has eliminated the one stairwell run on the roof that resulted in the request to allow a 70' height. At this time the Applicant is requesting an amendment to allow a maximum height of 64' to the top of the elevator overrun. The majority of the roof is 60'-62' around the parapet which is lower than the approved height of Shermer Place to the south.*
- ***Staff Comments:*** *The reduction of the stairwell for roof access reduces the requested Zoning Code Text Amendment from 70' to 64'. The Plan Commission can discuss if it is appropriate to allow an increase in height in the VGRC District not to exceed 64' by special permit. This allows the Plan Commission and Board of Trustees to assess each individual height request instead of allowing for the increase in height by right. This is similar to how increase in height is allowed in the Residential Specialty (RS) District.*

2) **There was a concern with the proposed density on the Subject Property.**

- ***Applicant Response*****:** *The Applicant has not adjusted the proposed density on the Subject Property.*
- ***Staff Comments:*** *As a reminder the current proposed density is 36.9 units per acre. This is lower than the residential density at The Elaine with a density of 304 units located on 6.5 acres (46.77 dwelling units per acre). It should also be noted that the recently adopted Climate Action Plan has an action item which calls for increasing the density of housing stock to reduce the vehicle miles traveled (see the attached addendum). The proposed development is including density in a location that is in close proximity to public transportation which can help reduce vehicle miles traveled.*

3) **A majority of the Commissioners had a concern with whether or not the site contained adequate parking for the proposed planned development.**

- ***Applicant Response*****:** *The Applicant has increased parking in different areas of the site plan. The parking for the commercial building increased from 51 dedicated spaces to 80 dedicated spaces. Furthermore, the Applicant was also able to increase the residential surface parking around the perimeter access drive from 64 spaces to 68 spaces not including the spaces adjacent to the commercial parking lot on the south side of the Subject Property which are included in the commercial building parking count. This is reflected in the attached site plan submitted by the Applicant.*



Figure 1: Increased Parking Area for Retail Building

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- ***Staff Comments:*** *It should be noted that in addition to increasing the parking for the commercial building, as well as increasing the surface parking around the access drive, the parking garage will maintain 495 parking stalls. The overall parking count now for the larger building is 1.68 spaces per unit. The original relief request noticed for the public hearing was to reduce the required parking for the larger apartment building from 2 spaces per unit to 1.5, and now the Applicant is proposing 1.68 spaces per unit. The additional spaces provided also results in 1.14 spaces per bedroom within the complex based upon the proposed bedroom mix in the building, more than one parking space per bedroom.*

4) **It was noted that the front façade appeared monolithic with limited relief to break up the expanse of the wall.**

   - ***Applicant Response*****:** *The Applicant has not proposed any modifications to the front façade design.*

   - ***Staff Comments*****:** *The front façade of the large apartment building is 248' away from the property line and sidewalk on Shermer Road. With the construction of the proposed commercial building on the Subject Property and the existing martial arts building, there will be two buildings located in front of the apartment building when viewed from Shermer Road, as well as landscaping. In regards to the façade the Applicant has included a mixture of balcony designs with some recessed into the building and some protruding from the building, as well as two different material types that assist in creating relief when viewing the façade as one expanse. The varied material types are design with intention to break up the façade expanse.*

5) **There was a request to either mix the affordable units into the larger building, or consider sharing amenities found in the larger apartment building.**

   - ***Applicant Response*****:** *The Applicant has not proposed any modifications to the request for alternative means of compliance with the affordable housing plan by dedicating 1.49 acres of land for an affordable and supportive housing development to be constructed and managed by the Co-Applicant.*

   - ***Staff Comments*****:** *It should be noted that the two buildings are two different projects occurring in a planned development (similar to other mixed use planned developments). Both buildings are being constructed and managed by individual entities under their individual programming. The Applicant is donating the 1.49 acres of land to the Co-Applicant for development and programming of their own affordable and supportive housing project. That development will be providing amenities that the developer and operator of the building know to be beneficial to its clientele.*

     As a reminder, the Applicant is requesting an alternative means of compliance from the Affordable Housing Plan through the method of land donation. This is a mechanism written into the code as an option for developers in lieu of providing affordable units within a proposed development, and the Board of Trustees is the body that will be tasked with determining the appropriateness of the request for alternative means of compliance. In addition to the land donation, the Applicant is also proposing to provide 5 affordable units within the development, again an item that will be considered by the Board of Trustees.

6) **The Commissioners requested that the Applicant consider reducing the requested yard variations.**

   - ***Applicant Response*****:** *The Applicant has redesigned the site to no longer require a yard*

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variation for the front yard along Shermer Road. The design now complies with the 10' yard requirement, and the Applicant has provided additional landscape in front of the development along Shermer Road.

The Applicant has also shifted the parking on the north side of the Subject Property to the south to increase the separation from the north property line and subsequently to allow for the installation of even more landscaping to screen the parking lot from the neighbors to the north. The parking lot setback increased from 7' to 14' along the north property line.

This redesign also included shifting the smaller apartment building further south as well increasing that setback from 45' to 55'.



Figure 2: Shifted the Building and Parking South to Increase Buffer

- ***Staff Comments*****:** *The shifting of the parking further east and south in the two areas where the Commission heard commentary from concerned residents has resulted in the elimination of one variation being sought by the Applicant.*

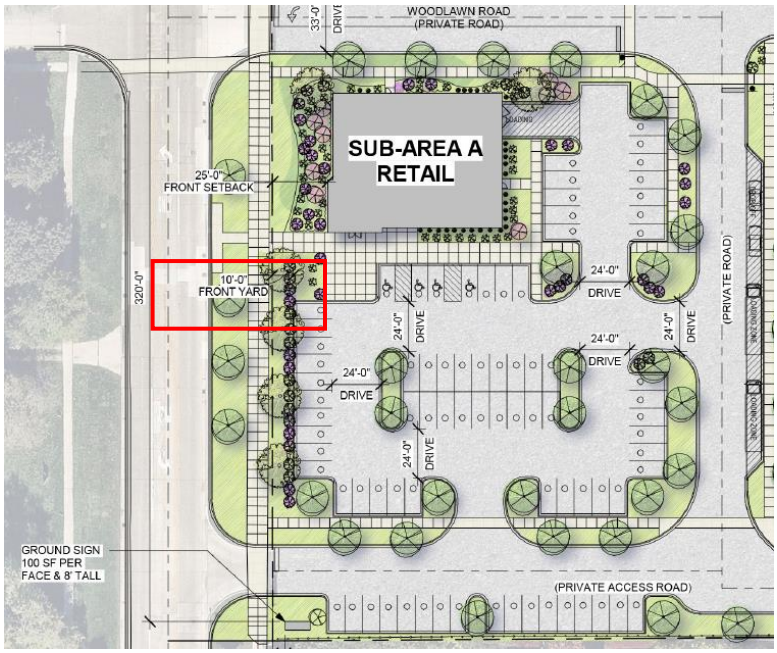

Figure 3: Increased the Parking Yard from 2' to Compliant 10'

The revised site plan also included some other additional modifications to address an additional comment that had been raised during the first public hearing. The Applicant has now extended the

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shared access drive in two locations on the Subject Property to allow for snow removal to occur and get the snow into designated areas without worrying about parked cars interfering with the process.

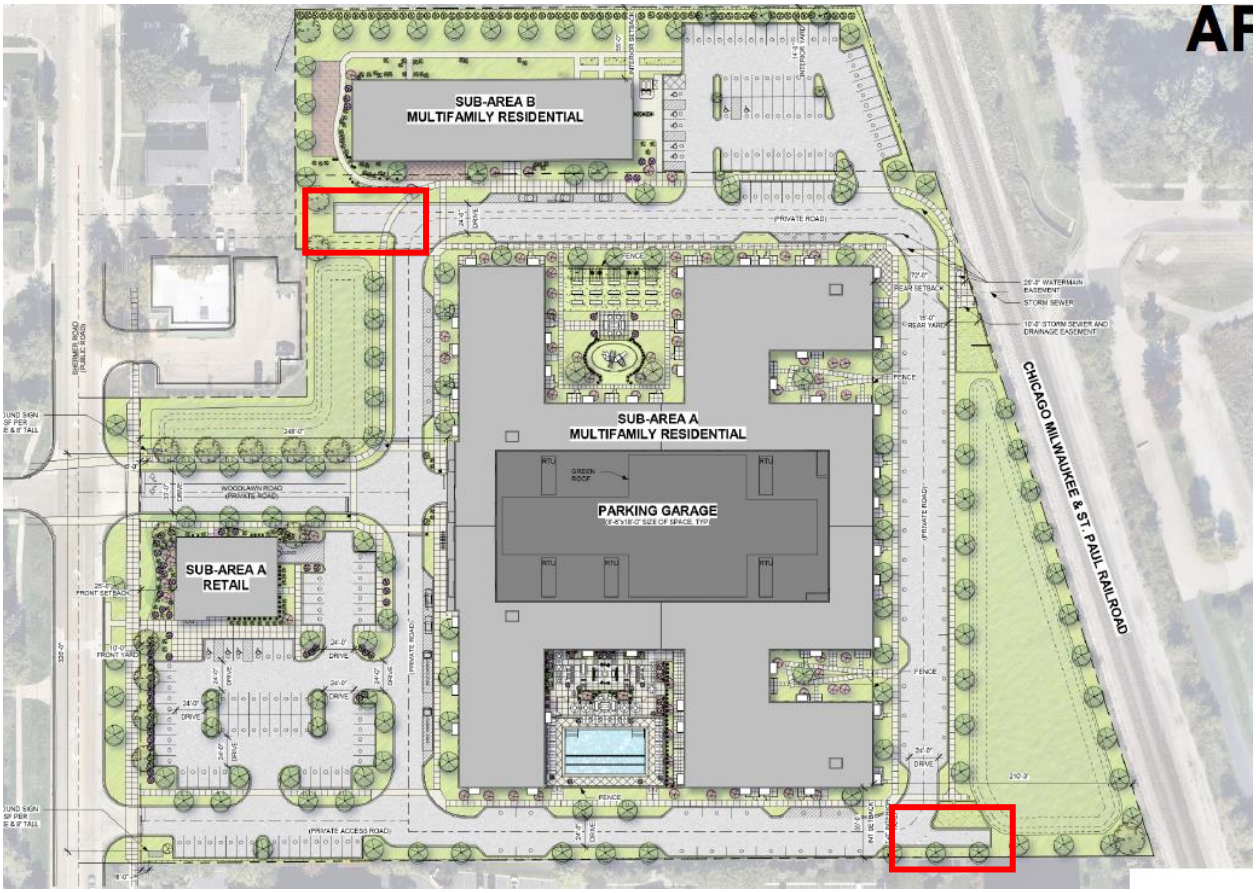

Figure 4: Snow Removal Areas Outlined in Red

SUMMARY

In reviewing this request, staff suggests the Plan Commission consider the following policy questions:

1) Is it appropriate to rezone the Subject Property from the I-1 and R-5 districts to the VGRC District?

   a) If so, is it appropriate to amend the bulk regulations of the VGRC District to accommodate the proposed development, specifically to allow an increase in building height from four-stories/45' to five-stories/65' by special permit, and grant a subsequent special permit?

   b) If so, is it also appropriate to grant special permit approval for a planned development, multiple buildings on a single zoning lot, and for a restaurant with outdoor dining?

2) Is it appropriate to grant a variation to reduce the required number of loading spaces from 1 to 0 knowing that the site will have several designated loading areas?

3) Is it appropriate to grant the two requested yard variations to accommodate the proposed parking on the south and east side of the Subject Property?

4) Is the proposed site access and interior circulation of the Subject Property appropriate?

5) Is there adequate green space and buffering around the Subject Property?

6) Is it appropriate to grant a waiver on the required 8% slope for ramps located in a parking garage?

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7) Subsequently is it also appropriate to grant an exception to allow parking stalls and drive aisles to be located on a 6% slope versus the code required 5% slope?

8) Is it appropriate to grant an exception to reduce the required lot area per dwelling unit from 1,815 square feet to 1,100 square feet for the proposed planned development?

9) Is it appropriate to grant exceptions to reduce the required parking for the affordable housing building from 2 spaces to 1.25 spaces per unit, and for the larger apartment building from 2 spaces to 1.68 spaces per unit?

10) Is it appropriate to grant an exception from the requirement to include wheel stops on interior parking lot parking spaces?

11) Is it appropriate to grant an exception to allow for ground signs with an area up to 100 square feet?

12) Is it appropriate to grant an exception to allow an increase in the number of ground signs in the planned development and reduce the distance spacing requirement between signs?

The Applicant and staff will attend the November 1, 2022 Plan Commission meeting to answer any questions.

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MEMORANDUM
VILLAGE OF NORTHBROOK
DEVELOPMENT AND PLANNING SERVICES DEPARTMENT

TO: PLAN COMMISSION

FROM: TESSA MURRAY, SUSTAINABILITY COORDINATOR

DATE: NOVEMBER 1, 2022

SUBJECT: PCD-22-08: 1657 SHERMER ROAD– LMC/HODC MIXED USE PROJECT – SUSTAINABILITY ADDENDUM

Northbrook's Climate Action Plan (CAP) calls to foster sustainability and reduce 80% of community-wide carbon emissions by 2050 through strategic planning and action item implementation. With CAP adoption, development proposals are reviewed with respect to best environmental practices.

Village staff provided Sustainability Comments in response to all submittals for the proposed planned development solely regarding applicable measures from the CAP. Under each section are a list of Climate Action Plan items as they relate to the proposed development. Staff confirms the proposed project partially addresses CAP items requested of the Applicant.

Of the items presented to the Applicant 85% were fully realized according to CAP standards, to the extent detailed below in italics. The remaining items (4B, 5A, 5B) are only partially addressed: underlined statements indicate that further investigation is needed to confirm Applicant's compliance towards these sustainability goals.

1) TRANSPORTATION AND LAND USE

- **1A:** Create opportunities to reduce tailpipe-emitting vehicles in the community by reserving a percentage of parking spots for electric vehicle charging.

  LMC intends to install 20 electric vehicle charging stations with inclusion of infrastructure for an additional 25 stations as demand increases.

  HODC plans to install 1 electric vehicle charging stations with inclusion of infrastructure for 1 additional station.

- **1B:** Encourage public transport through making residents aware of nearby PACE 422 and Metra routes plus reduced fare opportunities.

  LMC plans to install a virtual screen in our ground level lobby that runs live train/bus times for the resident's convenience.

  HODC's Service Coordinator proposes providing flyers and work directly with tenants for access to transportation.

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The Applicant is also proposing to pave an area along Shermer Road where the PACE stop is currently located in front of the Subject Property.

- **1C:** Provide sheltered bicycle parking; coordinate efforts with Shermer Road Sidepath construction to promote active transportation through bike and pedestrian-friendly design.

  LMC intends to include ample covered and secured bike parking as well as a 10' walking/bike path on the west edge of the property, connecting to the north south pedestrian path on Shermer Rd.

  HODC plans to provide parking for a minimum of 16 bikes.

- **1D:** Reduce vehicle miles traveled in the community through increasing density of housing stock.

  Applicant plans to provide increased density in alignment with Northbrook's Comprehensive Plan for the Subject Property location in proximity to public transportation.

2) BUILDINGS AND ENERGY

- **2A:** Design building in alignment with a third-party green building certification.

  LMC proposes its multifamily building will seek Green Globes Certification (2 globe target).

  HODC plans to seek Enterprise Green Communities Certification and Energy Star Multifamily New Construction certification.

- **2B:** Consider inclusion of renewable energy installation to offset all or a percentage of building carbon footprint. Work with C-PACE, the Illinois Power Agency Adjustable Block Program, or similar for incentives.

  LMC states that after discussing options with the recommended groups, mentioned above, LMC has decided to not pursue renewable energy installation at this time. The hesitation is due to impact to development schedule and financing complications, both on up-front hard costs and recapture timelines.

  HODC states they will not pursue renewable energy options at this time.

- **2C:** If 2B will not be realized, assess whether proposed development is amenable to future solar installation in terms of building orientation, roof slope, size, and load considerations.

  LMC proposes electrical infrastructure and structural capacity to keep the option open for future install.

  HODC states it may be possible to install solar panels in the future based on the favorable east/west orientation of the building and having a flat roof.

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- **2D:** Strive for zero on-site fossil fuel combustion using electric HVAC, cooktops, ovens, laundry, and water heating for domestic and pool use.

  LMC and HODC propose almost fully electric residential units, with inclusion of the following: electric HVAC, electric water heaters, and electric laundry, as well as possible inclusion of electric cook tops.

- **2E:** Work with ComEd Energy Efficiency or similar programs for incentives to advance items such as high efficiency HVAC, building envelope, Energy Star appliances, and insulating windows with U-factors at .30 or lower. Strive for 100% LED interior and exterior lighting.

  LMC plans to engage ComEd to participate in their energy efficiency program. The proposed multifamily community will utilize a full LED lighting package with occupancy sensors in select locations (garage/closets/corridors). The proposed community will utilize Energy Star appliances and hit the desired U-factors.

  HODC plans to utilize ComEd's Affordable Housing New Construction program for energy efficiency. The building will use high-efficiency permanently installed lighting for recessed light fixtures, lighting controls, lighting power density, and exterior lighting. The HODC project will install Energy Star clothes washers and refrigerators.

- **2F:** Prioritize sustainable materials throughout development, including pavements, structural components, utility services, and appliances. This includes maximizing recycled content, domestic production, and lower embodied carbon costs of materials. If applicable, commit to warm mix asphalt and low or zero-VOC paints.

  Applicant response to this item states intention to track material usage as part of the Green Globes certification process.

- **2G:** Reduce urban heat island effect through measures such as "cool" roofs, reflective or permeable surfacing, and adequate shade trees in parking area.

  LMC proposes a combination of white reflective roof, green roof, and permeable surfacing on its multifamily building.

  HODC plans to include reflective roof on its multifamily building.

- **2H:** Allow safe passage of birds through intentional site design. Exterior lighting should have Dark Sky compliance with features such as hooded lanterns, warm-colored LED, and motion-sensor technology. Consider window glass that minimizes bird disorientation.

  Applicant submittal includes a Photometrics Plan that demonstrates minimum requirements for International Dark Sky Association standards are met in regards to the proposed development's exterior lighting features.

3) WATER AND WASTEWATER

- **3A:** Utilize WaterSense and low-flow water fixtures where applicable.

Attachment: PC 11-1-22 Minutes, Staff Report, Addendum (6522 : Staff Memo Relating to 1657 Shermer Road)

LMC and HODC intends to include low flow fixtures in select applications, specifically in public amenity zones.

- **3B:** Control runoff with combination overland flow, detention, and infiltration strategies (for example, native landscaping or permeable pavers).

  Applicant has worked with Village Engineers for compliance with stormwater management, and will include some native landscaping.

- **3C:** Provide statement for water conservation measures to be taken into account with pool installation, such as windbreaker walls and shading with trees or solar pool covers.

  Applicant states intention to investigate solar pool cover usage, additionally the pool is centrally located in a courtyard to minimize wind impact.

- **3D:** Include moisture sensors in landscaping irrigation installation. Consider inclusion of rainwater capture techniques for landscape irrigation.

  LMC plans to include moisture sensors for landscaping irrigation in select locations and assessment of rainwater capture techniques within the community garden.

  HODC proposes moisture sensors for landscaping irrigation in select locations.

4) WASTE MANAGEMENT

- **4A:** Cook County's Demolition Debris Diversion Ordinance requires all demolitions to divert 70% of debris from landfills through recycling. Applicant should provide statement as to how they plan to meet Cook County Demolition Diversion compliance.

  Applicant states intention to recycle demolition debris for all eligible materials.

- **4B:** Support increased waste diversion opportunities (compost and recycling). Use a waste hauler with recycling services and communicate accepted items for collection to residents.

  Applicant proposes on-site recycling for tenants at HODC and LMC. Applicant states intention to consider composting through residential gardens.

5) GREENSPACE AND ECOSYSTEM

- **5A:** Increase the ability of greenspace to withstand drought conditions through replacement of turf and ornamentals with native prairie and wetland savanna plantings. Strive for at least 70% native species included in Landscape Plans.

  According to the Plant Palette proposed by the Applicant, 63% of species to be included in development landscaping are native or disease-resistant hybrid species. For further alignment with Northbrook's CAP, three non-native species should be replaced with native alternatives. Village recommendations include swapping Hostas for Jacob's Latter or Starry Solomon's Plume; Boxwoods may be replaced with Common Juniper or American Yew.

Attachment: PC 11-1-22 Minutes, Staff Report, Addendum (6522 : Staff Memo Relating to 1657 Shermer Road)

5B: Implement sustainable landscaping practices through limiting gas-powered equipment usage, inorganic pesticides, and fertilizers.

Applicant states plans for an assessment of inorganic pesticides and fertilizer usage with their contract service team. Applicant states limiting gas-powered equipment for maintenance is not likely given the size of the site.

Attachment: PC 11-1-22 Minutes, Staff Report, Addendum (6522 : Staff Memo Relating to 1657 Shermer Road)

APPROVED

RESOLUTION NO. 22-PC-12
VILLAGE OF NORTHBROOK PLAN COMMISSION
DOCKET NO. PCD-22-08
(1657 SHERMER ROAD – QUARTERRA & HODC)

WHEREAS, an application has been filed by Quarterra Multifamily Communities, LLC (the "**Applicant**") as contractual purchaser of 1657 Shermer Road (the "**Subject Property**") which is owned by the Village of Northbrook (the "**Owner**") along with Housing Opportunity Development Corporation (the "**Co-Applicant**") for the purposes of seeking zoning relief to allow construction of a mixed-use planned development consisting of two residential buildings, one luxury and one income restricted, and one commercial structure (collectively, the "***Planned Development***"), and

WHEREAS, in July of 2022, the Applicant and Co-Applicant filed a joint application (Docket No. PCD-22-08) with the Village of Northbrook requesting the following relief to develop the Planned Development on the Subject Property (components of the requested relief that were changed during the public hearing process are noted below as being stricken with new language shown in bold and double underlined):

A. Rezoning from I-1 Restricted Industrial and R-5 Single Family Residential to the VGRC Village Green Residential & Commercial District;
B. Zoning Code Text Amendment for Subsection 8-711A of Article VIII – Part VII to allow an Increase in Maximum Height from 45' and 4 stories to ~~70'~~ **64'** and 5 stories;
C. Special Permit for a Concept Mixed Use Planned Development;
D. Special Permit for More than One Principal Structure on a Zoning Lot;
E. Special Permit for a Restaurant;
F. Special Permit for Outdoor Seating Accessory to Permitted Eating Place;
G. Tentative Plat of Re-Subdivision for 2 Lots;
H. Approval of the following Variations:
    1. Variation to reduce required number of loading spaces from 1 to 0;
    2. ~~Variation to reduce the required front yard from 10' to 2' to accommodate parking~~ (request withdrawn);
    3. Variation to reduce the required interior yard (south) from 5' to 1' to accommodate parking;
    4. Variation to reduce the required rear yard from 20' to 15' on south parcel and from 20' to 4' on the north parcel to accommodate parking.
I. Waiver of Zoning Code Requirement for parking garage ramps not to exceed 8% slope to allow a 15% slope;
J. Approval of the following exceptions to the Zoning Code requirements in conjunction with a Mixed Use Planned Development application:
    1. Reduce the required lot area per dwelling unit from 1,815 square feet to 1,100 square feet;
    2. Reduce the required number of parking spaces for an affordable housing apartment building from 2 spaces per unit to 1.25 spaces per unit;
    3. Reduce the required number of parking spaces for an apartment building from 2 spaces per unit to ~~1.5~~ **1.68** spaces per unit;
    4. Not require installation of wheel stops in parking stalls that are not adjacent to a curb;
    5. Increase the maximum permitted parking garage slope from 5% to 6% for a parking garage accessory to an apartment building;
    6. Increase the allowable square foot area of ground signs from 25 square feet, but not to exceed 100 square feet per sign face;

Attachment: PC 11-15-22 Resolution, Minutes, Staff Report (6522 : Staff Memo Relating to 1657 Shermer Road)

7. Increase the number of ground signs permitted in a planned development, and decrease the required space distance between signs.

K. Site Plan approval; and

L. Approval of such other zoning relief as may be necessary to accommodate the development of the Subject Property as proposed by the Applicant.

WHEREAS, a public notice for this docket was duly published on September 29, 2022 in the *Northbrook Herald* and a public hearing was held at the Plan Commission's regular meeting on October 18, 2022 and November 1, 2022; and

WHEREAS, after the first public hearing, the Applicant subsequently revised their application to reduce the size of the proposed luxury multifamily building thereby (i) eliminating the need for item H.2 and (ii) reducing the requested relief for items B and J.3; and

WHEREAS, the Applicant has submitted evidence that a sign was properly posted on the Subject Property, indicating the time and date of the Commission hearings, and that all property owners within 250 feet of the Subject Property were notified of the Commission hearing by certified mail; and

WHEREAS, the Plan Commission has considered all the evidence presented to it, including, but not limited to, the following:

1. Village of Northbrook Plan Commission Application form and attachments received July 29, 2022, as well as all subsequent additions and revisions to these application materials and attachments.

2. All written and oral testimony concerning the application.

NOW, THEREFORE, BE IT RESOLVED by the Plan Commission of the Village of Northbrook, Cook County, Illinois, THAT:

1. Findings:

A. Zoning Map Amendment. With respect to Docket No. PCD-22-08A, the Plan Commission hereby finds that the Applicant's request to rezone the Subject Property from I-1 Restricted Industrial and R-5 Single Family Residential to Village Green Residential & Commercial District **does not satisfy** the standards for approval of such rezoning requests as established in Subsection 11-301 E(8) of the Northbrook Zoning Code.

B. Text Amendment. With respect to Docket No. PCD-22-08B, the Plan Commission hereby finds that the Applicant's request to allow an Increase in Maximum Height from 45' and four stories to 64' and five stories by special permit in the Village, **does not satisfy** standards established in Subsection 11-601 E of the Northbrook Zoning Code for amending the Northbrook Zoning Code.

C. Special Permits. With respect to Docket No. PCD-22-08C/D/E/F, the Plan Commission hereby finds that the Special Permit standards established in Paragraph 11-602 E1 of the Zoning Code, for the proposed use of the Subject Property in order to authorize (i) the construction and operation of the proposed Concept Planned Development, (ii) More than One Principal Structure on a Zoning Lot, (iii) a Restaurant, and (iv) Outdoor Seating Accessory to a Permitted Eating Place on the Subject Property (collectively the "Development") have **not been satisfied.**

D. Tentative Plat of Subdivision. With respect to Docket No. PCD-22-08G, the Plan Commission hereby finds that the request for approval of a Tentative Plat of Subdivision **does not satisfy** the requirements for tentative plat approval established in Section 3-201 of the Village's Subdivision and Development Code.

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E. Variations. With respect to Docket No. PCD-22-08H, the Plan Commission hereby finds that the variations requested **does not satisfy** the standards for variations established in Subsection 11-503F of the Zoning Code.

F. Waiver. With respect to Docket No. PCD-22-08I, the Plan Commission hereby finds that the waiver requested **does not satisfy** the standards in Subparagraph 9-104C3(c) of the Zoning Code.

G. Exceptions. With respect to Docket No. PCD-22-08J, the Plan Commission hereby finds that the exceptions requested **does not satisfy** the standards for exceptions established in Section 11-505 of the Zoning Code.

H. Site Plan. With respect to Docket No. PCD-22-08K, the Plan Commission hereby finds that the request for approval of the Site Plan **does not satisfy** the standards for site plan approval established in Subsection 11-604 F of the Zoning Code.

I. Other Relief Necessary. With respect to Docket No. PCD-22-08L, the Plan Commission finds no other zoning or subdivision relief necessary for this application.

2. Recommendations: The Northbrook Plan Commission does hereby recommend to the President and Board of Trustees of the Village of Northbrook **denial** of Docket No. PCD-22-08 A/B/C/D/E/F/G/H/I/J/K/L based on the findings established herein. The Plan Commission is aware that the Village of Northbrook is the Owner of the Subject Property and that regardless of such ownership, the Village Board of Trustees, consistent with its review of any recommendation by the Plan Commission, is required to consider factors and issues that are beyond the purview of statutory jurisdiction of the Plan Commission in review and consideration of this Docket.

ADOPTED THIS 15th day of November 2022.

AYES:	(7)	DeBartolo, Melnick, Schwager, Sandler, Torf, Walden, Elisco
NAYS:	(0)	
ABSENT:	(2)	Halperin, Morgen
ABSTAIN:	(0)	

/s/ Steven Elisco
Steven Elisco, Chairman
Northbrook Plan Commission

ATTEST:

/s/ Michaela Kohlstedt
Michaela Kohlstedt, Director
Development and Planning Services

Attachment: PC 11-15-22 Resolution, Minutes, Staff Report (6522 : Staff Memo Relating to 1657 Shermer Road)

Attachment: PC 11-15-22 Resolution, Minutes, Staff Report (6522 : Staff Memo Relating to 1657 Shermer Road)

Plan Commission

Plan Commission

~ Minutes ~

1225 Cedar Lane
Northbrook, IL 60062
www.northbrook.il.us

Debbie Ford
(847) 664-4013

Tuesday, November 15, 2022 7:30 PM Village Hall

Attachment: PC 11-15-22 Resolution, Minutes, Staff Report (6522 : Staff Memo Relating to 1657 Shermer Road)

1. CALL TO ORDER

Attendee Name	Title	Status	Arrived
Steven Elisco	Chairperson	Present	
Jeff Sandler	Commissioner	Present	
Jeremy Melnick	Commissioner	Present	
Mark DeBartolo	Commissioner	Present	
Allen Morgen	Commissioner	Absent	
Amy Torf	Commissioner	Present	
Eric Schwager	Commissioner	Present	
Ken Walden	Commissioner	Present	
Keri Halperin	Commissioner	Absent	
Chan Yu	Deputy Director	Absent	
Swati Pandey	Planner	Present	
Michaela Kohlstedt	Director	Present	
Stewart Weiss	Village Attorney	Present	
Caitlyn Culbertson	Village Attorney	Absent	

2. MINUTES APPROVAL - November 1, 2022 - Special & Regular Meeting

Commissioner Schwager stated he reviewed the past meeting materials and will be voting tonight.

Commissioner Sandler made a motion seconded by Commissioner DeBartolo to approve the special meeting minutes. On voice vote, all were in favor.

Commissioner Sandler made a motion seconded by Commissioner DeBartolo to approve the regular meeting minutes. On voice vote, all were in favor and Commissioner Torf abstained.

3. COMMUNITY PLANNING REPORT

Michaela Kohlstedt, Director reported the Village Board conducted a preliminary review for the Baseball Training Facility, located at 722 Landwehr Road. The applicant submitted an application to extend the operation hours, which the Village Board considered appropriate as a minor amendment. Furthermore, the Village Board will schedule a public hearing to consider the hours extension.

Village Attorney Stewart Weiss noted the public hearing has closed for two items on tonight's agenda. He provided a brief overview of the Villages application procedures. The Village Board conducts a preliminary review for every application; before the application is reviewed by the Plan Commission. Furthermore, the Plan Commission conducts a public hearing, and submits a recommendation for the Village Board to consider at their next public meeting. To note, the Village abides by the Open Meeting Act.

Ms. Kohlstedt noted the public can fill out a form to receive correspondence on items on tonight's agenda.

A member of the public asked that there were several public meetings listed on the Village website such as the Committee of the Whole special meeting scheduled on November 29 and whether there was a possibility of any docket items to be discussed at that meeting before the Village Board. Mr. Weiss responded the Committee of The Whole meeting is considered a workshop. The Village Board does not take final action on items during workshops.

Ms. Kohlstedt noted the agendas are posted the Friday before the scheduled meeting on the Village website.

A member of the public asked if the Plan Commission could grant final approval for zoning application and further asked about the role of the Zoning Board of Appeals and Village Board. Mr. Weiss responded the Plan Commission makes recommendations, not final determinations. The Village Board will make the final determination on applications. Ms. Kohlstedt explained the role of Zoning Board of Appeals.

4. HEAR FROM THE AUDIENCE

5. REVIEW OF DRAFT RESOLUTIONS

A. **DOCKET NO. PCD-22-03: 175 POINTE DRIVE - TOWNHOME PLANNED DEVELOPMENT (Public Hearing is Closed.) Consideration of a draft Resolution recommending approval of an application filed by Schwartz Family Partnership, LLC as owner of the property commonly known as 175 Pointe Drive, for the purposes of: (A) Amendment to the Annexation and Development Agreement; (B) Amendment to the Special Permit for Planned Development for Concept Plan approval of 35 townhouse dwelling units; (C) Special Permit approving Townhouse Dwellings (SIC 9862.00) for Lot 3B in the original planned development in MFRC District; (D) Zoning Code Text amendment to reduce lot area per dwelling unit requirement from 6,000 sf to 5,500 sf in MFRC District; (E) Zoning Code Text Amendment to allow maximum lot coverage requirement for Planned Developments to increase from 50% to 60% in MFRC District; (F) Variation to reduce the required interior side (east) yard from 30' to 10' and interior side yard (west) from 30' to 20'; (G) Variation to reduce the required interior side (east) setback from 75' to 30' and interior side (west) setback from 75' to 20'; (H) Variation to reduce the parking requirement for Lot 3B from 158 spaces to 119 spaces; (I) Site Plan Approval; and (J) Approval of any such variations, waivers, and zoning relief as may be necessary.**

Commissioner Melnick made a motion to approve the resolution for Docket No. PCD-22-03, Schwartz Family Partnership, LLC, rental townhomes, 175 Pointe Drive, as prepared and submitted by staff; seconded by Commissioner Sandler.

Commissioner Walden requested the resolution include five affordable dwelling units and a fraction of the unit, which is due as payment in lieu as a condition in the resolution.

Commissioner Melnick made a motion to approve the motion as amended; seconded by Commissioner Sandler. On roll call vote, all were in favor. (7 Yes Votes, 0 No Votes)

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B. **PCD-22-08: 1657 SHERMER - PLANNED DEVELOPMENT (Public Hearing Closed). An application filed by Quarterra Multifamily Communities, LLC as contractual purchaser of 1657 Shermer Rd which is owned by the Village of Northbrook along with Housing Opportunity Development Corporation for the purpose of authorizing the following zoning relief to allow construction of planned development: A) Rezoning from I-1 Restricted Industrial & R-5 Single Family to the Village Green Residential & Commercial District; B) Zoning Code Text Amendment to allow an Increase in Maximum Height from 45' & 4 stories to 70' & 5 stories; C) Special Permit for a Concept Planned Development; D) Special Permit for More than One Principal Structure on a Zoning Lot; E) Special Permit for a Restaurant; F) Special Permit for Outdoor Seating Accessory to Eating Place; G) Tentative Plat of Re-Subdivision for 2 Lots; H) Approval of the following Variations: 1. reduce required number of loading spaces from 1 to 0; 2. reduce required front yard from 10' to 2'; 3. reduce required interior yard from 5' to 1'; 4. reduce required rear yard from 20' to 15' on south parcel & from 20' to 4' on the north parcel. I) Waiver of Zoning Code Requirement for parking garage ramps not to exceed 8% slope to allow a 15% slope; J) Approval of the following exceptions: 1. Reduce required lot area per dwelling unit from 1,815 sq ft to 1,100 sq ft; 2. Reduce required number of parking spaces for an affordable housing apartment from 2 to 1.25 spaces per unit; 3. Reduce required number of parking spaces for an apartment building from 2 to 1.5 spaces per unit; 4. Not require installation of wheel stops; 5. Increase the maximum permitted parking garage slope from 5% to 6%; 6. Increase the allowable area of ground signs from 25 sq ft, but not to exceed 100 sq ft per sign face; 7. Increase the number of ground signs permitted, & decrease the required space distance. K) Site Plan Approval; & L) Approval of any such other zoning relief.**

Commissioner Torf stated she reviewed the materials and will be voting on the application.

Commissioner DeBartolo made a motion to approve the resolution recommending denial of Docket No. PCD-22-08, 1657 Shermer Road, Quarterra and HODC; seconded by Commissioner Sandler. On roll call vote, all were in favor. (7 Yes Votes, 0 No Votes)

Chairman Elisco noted the Plan Commission is recommending denial of the application to the Village Board.

6. REVIEW OF NEW APPLICATIONS

A. **DOCKET NO. PCD-22-15: 204 Skokie Blvd. - Car Wash (First Public Hearing.) An application by Evam Car Wash LLC. as potential lessee of 204 Skokie Blvd. which is owned by Napleton Properties, LLC for the purpose of authorizing the following zoning relief: A. Special Permit to operate a car wash on the Subject Property located in the C-5 Boulevard Commercial District (SIC No. 7542.00); and B. Approval of any other such variations, waivers, and zoning relief as may be necessary.**

Commissioner Sandler made a motion to waive staff's presentation; seconded by Commissioner Melnick. On voice vote, all were in favor.

Osman Gorgulu, 204 Skokie Blvd, stated he is the tenant leasing the property. He plans on adding a hand car wash and completing the restoration project. He shared his experience managing car washes in another country. Also present with the Applicant's team was Can Gorgulu (Son and Interpreter), and Steve Foley, Jr. representing the landlord.

Commissioner Walden made a motion to close the public hearing; seconded by Commissioner Melnick. On roll call vote, all were in favor. (7 Yes Votes, 0 No Votes)

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Commissioner Walden made a motion to approve the resolution for Docket No. PCD-22-15, Evam Car Wash, LLC, car wash, 204 Skokie Blvd, as prepared and submitted by staff; seconded by Commissioner Melnick. On roll call vote, all were in favor. (7 Yes Votes, 0 No Votes)

7. OLD BUSINESS

Commissioner DeBartolo requested an update on the Jacobs development. Michaela Kohlstedt, Director responded the building which was half constructed and recently torn down was not suitable due to how long it sat under construction, and the building will now be rebuilt.

8. NEW BUSINESS

9. ADJOURN

Commissioner DeBartolo made a motion, seconded by Commissioner Sandler to adjourn. On voice vote, a motion to adjourn passed unanimously. Adjourned at 8:06 p.m.

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MEMORANDUM
VILLAGE OF NORTHBROOK
DEVELOPMENT AND PLANNING SERVICES DEPARTMENT

TO: PLAN COMMISSION

FROM: MICHAELA KOHLSTEDT, DIRECTOR OF DPS

DATE: NOVEMBER 15, 2022

SUBJECT: PCD-22-08: 1657 SHERMER ROAD – SPECIAL PERMIT FOR PLANNED DEVELOPMENT CONSISTING OF MULTI-FAMILY RESIDENTIAL AND RETAIL

Attachment: PC 11-15-22 Resolution, Minutes, Staff Report (6522 : Staff Memo Relating to 1657 Shermer Road)

INTRODUCTION

Pursuant to the direction of Plan Commission from November 1, 2022, staff has prepared a resolution recommending denial for an application filed by Quarterra Multifamily Communities, LLC (the "Applicant") as contractual purchaser of 1657 Shermer Road (the "Subject Property") which is owned by the Village of Northbrook (the "Owner") along with Housing Opportunity Development Corporation (the "Co-Applicant") for the purpose of authorizing the following zoning relief to allow construction of a mixed use planned development consisting of two residential buildings and one commercial structure:

A. Rezoning from I-1 Restricted Industrial and R-5 Single Family Residential to the VGRC Village Green Residential & Commercial District;
B. Zoning Code Text Amendment for Subsection 8-711A of Article VIII – Part VII to allow an Increase in Maximum Height from 45' and 4 stories to 70' and 5 stories; *[**NOTE**: This request is being reduced to 64']*
C. Special Permit for a Concept Mixed Use Planned Development;
D. Special Permit for More than One Principal Structure on a Zoning Lot;
E. Special Permit for a Restaurant;
F. Special Permit for Outdoor Seating Accessory to Permitted Eating Place;
G. Tentative Plat of Re-Subdivision for 2 Lots;
H. Approval of the following Variations:
    1. Variation to reduce required number of loading spaces from 1 to 0;
    2. ~~Variation to reduce the required front yard from 10' to 2' to accommodate parking;~~
    3. Variation to reduce the required interior yard (south) from 5' to 1' to accommodate parking;
    4. Variation to reduce the required rear yard from 20' to 15' on south parcel and from 20' to 4' on the north parcel to accommodate parking.
I. Waiver of Zoning Code Requirement for parking garage ramps not to exceed 8% slope to allow a 15% slope;
J. Approval of the following exceptions to the Zoning Code requirements in conjunction with a Mixed Use Planned Development application:
    1. Reduce the required lot area per dwelling unit from 1,815 square feet to 1,100 square feet;
    2. Reduce the required number of parking spaces for an affordable housing apartment building from 2 spaces per unit to 1.25 spaces per unit;
    3. Reduce the required number of parking spaces for an apartment building from 2 spaces per unit to ~~1.5 spaces per unit~~ **1.68 spaces per unit**;

4. Not require installation of wheel stops in parking stalls that are not adjacent to a curb;
5. Increase the maximum permitted parking garage slope from 5% to 6% for a parking garage accessory to an apartment building;
6. Increase the allowable square foot area of ground signs from 25 square feet, but not to exceed 100 square feet per sign face;
7. Increase the number of ground signs permitted in a planned development, and decrease the required space distance between signs.

K. Site Plan approval; and

L. Approval of such other zoning relief as may be necessary to accommodate the development of the Subject Property as proposed by the Applicant.

The resolution will be on the November 15, 2022 meeting of the Plan Commission for consideration.

The Applicant underwent preliminary review of the development on May 24, 2022 where it was well received as presented and the Village Board of Trustees unanimously supported the proposed development plan noting the following concerns which the Applicant addressed prior to the public hearing before the Plan Commission and as noted in the Plan Commission staff report for the October 18 public hearing:

- Concern: Incorporate sustainable design elements

  Applicant Response: Commitment to include several items noted in the Sustainability Addendum

- Concern: with the six-story building design and slope of the parking garage with an exposed level of parking

  Applicant Response: Applicant reduced the height of the parking garage by one floor and enclosed it under roof to eliminate the concern around the ramps being exposed to the weather elements

- Concern: Explanation for the requested reduction in required parking

  Applicant Response: a statement of justification was submitted along with the written narrative for the project explaining the request for the reduced parking

- Concern: Flexibility in the proposed affordable and supportive housing plan

  Applicant Response: The Applicant maintain the plan on donating 1.49 acres for development by another agency for affordable housing while also providing 5 affordable units in the large apartment building

- Concern: Evaluate the pedestrian connection between the Subject Property, downtown Northbrook, and the Metra station

  Applicant Response: Inclusion of a 10’ wide shared side path in front of the Subject Property to connect north toward the Metra station

- Concern: Inclusion of sufficient ADA Parking

  Applicant Response: The Applicant has included the required number of ADA parking stalls

- Concern: Evaluate the delivery service needs of the proposed use

  Applicant Response: The Applicant has included several areas for various delivery vehicles both inside the parking garage and around the Subject Property.

On October 18, 2022 the Plan Commission conducted the first public hearing on the application which

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had addressed the above noted concerns and the members of the Commission raised the following concerns:

- Several Commissioners questioned the request for a Text Amendment to allow 70' on the Subject Property noting that 70' as requested may be too tall, or more appropriate to be allowed by special permit.
- There was a concern with the proposed density on the Subject Property.
- A majority of the Commissioners had a concern with whether or not the site contained adequate parking for the proposed planned development.
- It was noted that the front façade appeared monolithic with limited relief to break up the expanse of the wall.
- There was a request to either mix the affordable units into the larger building, or consider sharing amenities found in the larger apartment building.
- The Commissioners recommended that the Applicant consider reducing the requested yard variations.

Of the above noted concerns, the Applicant had responded to several of them prior to the second public hearing on November 1, 2022.

SUMMARY OF THE NOVEMBER 1, 2022 PLAN COMMISSION PUBLIC HEARING

On November 1, 2022 the Applicant presented additional proposed modifications to the concept plan which further responded to the concerns raised during the first public hearing. The applicant reduced the building height to a maximum of 64' noting that the text amendment could be requested by special permit and that majority of the building height didn't exceed 62'. The Applicant also reduced the density of the larger luxury apartment building by a minimum of 10 units, and possibly up to a 17 unit reduction, which resulted in a reduction of density that also resulted in a modification to the front façade of the building further breaking up the expanse of the west façade into architecturally defined sections. This unit reduction also reduced the height of the front façade by one floor for more than 50% of the façade. The site was also revised to include additional surface parking, which when combined with the unit reduction increased the overall proposed parking on the site in all areas. Lastly, the Applicant was able to shift parking fields to increase the proposed yards for landscape screening and buffering on both the west and north sides of the Subject Property.

Following staff presentation which summarized the changes to the project and reiterated compliance with the Comprehensive Plan and Downtown Plan, Chairman Elisco noted the misinformation that had been circulating in the Village regarding the proposed development. The Chairman noted the correct proposed number of units and how it conformed to the Comprehensive Plan. Lastly, the Chairman also noted that the school districts did not oppose the project, and that District 30 even submitted a letter stating that they could accommodate the proposed number of students the development would generate in the district.

During the public hearing members of the public spoke in opposition to the proposed project noting concerns over the impact on schools, increase in traffic, density, and height. Following the public comment, the Commission heard a final response from the Applicant stating how they have responded to concerns and provided various studies that underwent review by the Village staff and third parties. The Commission closed the public hearing and made final comments indicating concerns with density, height, traffic and parking, and impact on the schools.

The Plan Commission unanimously opposed the request as noted with the listed concerns, and directed staff to prepare a resolution denying the application. The approved minutes for the second public

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hearing were not available at the time of drafting this report.

Attached is a draft **resolution for denial** per the request by the Plan Commission for consideration. If approved, this would be **Resolution No. 22-PC-12.**

Staff and the Village Attorney will be present at the November 15, 2022 meeting to answer any questions.

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Kohlstedt, Michaela

From: Kati Spaniak <kati@spaniakteam.com>
Sent: Saturday, October 8, 2022 4:41 PM
To: Kohlstedt, Michaela
Subject: Grainger Property

Please submit this for review by the plan commission. Thank you.

--

Imagine it's 4:30 on a weekday. You just picked up your child at Glenbrook North and want to run to Sunset in town and decide to take Shermer. But it's rush hour. And there is a train... and tons of traffic.

And now... add to the mix, a 383-unit apartment building just south of the train station on the old Grainger property at 1657 Shermer.

We all know that this area of town is already crowded with people trying to get past the train. People zip in and out of the back streets so they can go to Cherry to the underpass to avoid the traffic and the train.

Imagine the density and traffic change that will come from a 383-unit apartment building in downtown Northbrook. For comparison, think of the 770 Skokie apartment building. It is nine stories and has 341 units. That includes at least 500 parking spots plus outdoor parking.

People talk about density to help our downtown development and businesses. And yes, I agree that our businesses have struggled in downtown Northbrook.

But part of that has to do with the fact that Shermer is a thoroughfare and not a destination. It's hard to park in that area and people fly down Shermer as a shortcut to get to Dundee from Willow. They never intended to stay and have lunch or shop.

Adding this many units south of downtown Northbrook, will not help our **current** downtown businesses. It will help the new businesses that will be built in that commercial development, but without additional parking or better traffic flow in downtown Northbrook, it won't help our current businesses.

While the village trustees might think that we will increase our young professional population who work in the city, as a real estate agent, I can share that I don't believe it will. The apartments will most likely be occupied by occupants in transition, not long-term residents of Northbrook. These would be people who are going through different personal life changes, home building, remodeling, etc.

Most of these people will not intend on staying in Northbrook for a long period of time. For example, the 770 Skokie building allows for six-month rentals because there is such a demand for short-term rentals. This building will most likely be no different.

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

The unintended consequences of putting this much density south of downtown Northbrook will be massive. The traffic will increase not only on the side streets but on other major streets in Northbrook as people will try to avoid Shermer. With increased traffic, property values will go down.

While I agree that solutions are needed to increase density to help our businesses in downtown Northbrook, this idea is something that will affect the fabric and this culture of this town forever.

Kati Spaniak
Real Estate Agent
The Spaniak Team - EXP Realty
Lifelong Northbrook Resident

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Scott Bush <s.bush1978@icloud.com>
Sent: Saturday, October 8, 2022 8:01 PM
To: Kohlstedt, Michaela
Subject: Grainger Property proposal

Hi Michaela here is a rewritten version with a little better grammar

Hi Michaela,

I wanted to take a brief moment and express to you, the plan commission and the village board my sincere concerns regarding the proposed 70' condensed apartment building and subsequent surroundings being considered in front of the village at the current moment.

It is my stance, and many other neighboring residents around our community, that we want ZERO high density 70' tall apartment complexes built anywhere near our downtown. A build like this does not fit the surrounding atmosphere of our community and does not meet the current long term comprehensive community plan.

Traffic on Shermer Road during peak times (and sometimes off peak times), when coupled with long delays from frequent commuter and freight train crossings will only get worse. This additional traffic will create a larger amount side street speeders where our children ride bikes and play.

The increase in residential units in our community will soften the current rental market for current property owners, create potential for school over crowding and add additional need for police and fire department services. We not only need to take into consideration how we develop this property, but how we also develop Green Acres, Our Lady of The Brook, and Northbrook Court. We also must not stop there in our long term vision, as our surrounding community Deerfield has a large apartment complex that was previously approved but not yet built at Deerbrook Mall and also now has 37.5 acres of property for sale on Lake Cook Rd. That is provided fire department services from our village.

It's ok to not build our community into an Apartment and Nursing home Mecca.

Sincerely,

Scott Bush

Sent from my iPhone
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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Fumi Horner <fumi1112@gmail.com>
Sent: Sunday, October 9, 2022 9:09 PM
To: Kohlstedt, Michaela
Subject: Grainger Redevelopment Project

To the Plan Commission and the Village Board

After reading and learning about the Grainger redevelopment project, I have some serious concerns.

- the development will increase the **significant** amount of traffic on shermer from Walters to Willows. In addition to the traffic to/from Glenbrook North High school, Maple school, Amazon warehouse, and UPS, and the train tracks, this development will add SO MUCH more, which could be very unsafe and extremely cumbersome for the Northbrook residents.

- the development will not add additional value or attraction to potential residents who could support and commit to building the quality of community.

- Wescott school is already overcrowded. The school doesn't even have enough parking space for the visitors. What is the most concerning for me is there is also no parking space for the parents who have kids with special needs to assist their drop-off and pick-up without waiting in the long line (if they did manage to park in one of the parking spots, it's really interrupting the flow of the school buses and other cars on the pick-up/drop-off line). There has also been a big problem with many cars not following the sign to make turns on Western and the line is extremely long that is blocking the neighborhood traffic.

- There have been many cars already driving way over the speed limit in the residential area to avoid the Shermer traffic. I cannot even imagine how it would be once the development is complete. How fast those cars are going on those residential area (25 mph limit) is already extremely concerning for the residents. There are a lot of young families on Illinois, Woodlawn, Farnsworth, and Western. Please, do not put those children who are playing and walking on the streets at risk.

Fumi Horner
312-608-6917

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Sunday, October 9, 2022 7:18 AM
To: Managers Office Public Comments; Kohlstedt, Michaela; Ford, Debbie
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

The Village Board likes hearing from you and encourages you to provide our board, committees, and commissions with your thoughts and ideas. We make better decisions when you get involved.

Because we know you can't always get to a meeting, we've created a way for you to share your comments with us via this web form. Comments will be automatically submitted to the appropriate staff liaison and subsequently forwarded to all members of your selected board, committee, or commission if applicable.

Written comments will not be read aloud during a public meeting unless requested by the commenter. If you want to make a 'live' comment, you can do so by attending a meeting and asking to be heard during public comment time.

Thank you for providing your valuable feedback.

(Section Break)

Select the Board or Commission you wish to address:	Plan Commission, Village Board of Trustees
Would you like your comment to be read aloud at the applicable meeting?	Yes
Name	Jennifer Marquez
Email Address	Jrgallerani@gmail.com
Address	1960 Thornwood Lane
City	Northbrook
State	IL

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	Dear Planning Commission and Village Board, Thank you for addressing the housing needs of Northbrook by planning for high density housing at a site that is close to transit and on a major thoroughfare. I support the Village's enthusiam for this development. There are legitimate traffic concerns being raised by other Village residents, which can be mitigated with the right development requirements. Please evaluate ways for this development to subsidize the Glenbrook North (GBN) High School bus fees, either through earmark agreement with the school districts receiving development fees or a direct special fund. Increasing bus ridership for GBN, by reducing the exhorbanent bus fees, would greatly reduce the peak hour traffic in this area. Additionally, in order to promote the maximum potential use of the Metra by new apartment residents, please be sure the development plan includes safe, well-lit bike paths to the nearby Northbrook train station. Considering traffic mitigation measures as part of this development's approval requirements would alleviate public concerns and also reduce vehicle miles traveled, which is in line with the Village Climate Action Plan goals to reduce GHG emissions. Thank you

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Jay Krishna <dkrishna5401@gmail.com>
Sent: Monday, October 10, 2022 6:04 PM
To: Kohlstedt, Michaela
Subject: Concerned about the property development proposal on 1657 Shermer Rd

Hi Michaela,

I wanted to express my concern regarding the proposed 70’ condensed apartment building and subsequent surroundings being considered in front of the village. I am concerned that these residential units will overcrowd our schools, stretch our fire and police services and impact the real estate value of our property and that of our community. I am also concerned about the rise in traffic on Shermer Rd that will spill over to side streets making it unsafe for children to ride their bikes.

Sincerely,
Jay Krishna

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Joseph Loescher <joeloescher@aol.com>
Sent: Monday, October 10, 2022 10:50 AM
To: Kohlstedt, Michaela
Subject: Docket No. PCD-22-08:1657 Shermer Road

Dear Ms. Kohlstedt,

My wife and I are residents in Shermer Place. We own a condo in Building 1 #105, which is just south of the proposed development. Our condo faces North and we would be directly looking at the proposed development from our living room and each of our bedrooms. We have general concerns about how a development of this many units would increase the traffic on Shermer. I am not aware whether a traffic impact study has been undertaken. We specifically oppose a couple of other aspects about the proposal.

First, we are opposed to the request to allow an increase in Maximum Height from 45' and 4 stories to 70' and 5 stories. Such a height increase would change would not be consistent with the profile of other buildings within the nearby area.

Second, we are opposed to the proposals to reduce the number of parking spaces for affordable housing to 1.25 spaces per unit and to reduce the number of parking spaces for the apartment building to 1.5 spaces per unit. Reducing the number of parking spaces could result in an insufficient number of parking spaces being available on site and result in residents looking for overflow parking in the parking lots in Shermer Place.

Third, we oppose the proposal to increase the allowable square foot area of ground signs from 25 square feet up to 100 square feet. We are also opposed to increase the number of signs in the development as well as decrease the space distance between signs. The information provided does not indicate where signs would be placed, but it could result in an unsightly mess.

Unfortunately, my wife and will be unable to attend the public hearing due to long standing plans. Please share my comments with the Plan Commission and Board of Trustees and include them in the packet that will be posted online.

Joseph and Evelina Loescher
1950 Farnsworth Lane 105
Northbrook, IL 60062
312-720-7774

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Vito Manicioto <VManicioto@hupy.com>
Sent: Monday, October 10, 2022 1:11 PM
To: Kohlstedt, Michaela
Subject: Docket No. PCD-22-08: 1657 Shermer Road
Attachments: PCD-22-08 - Mail notice.pdf

Hi Michaela,

I am writing you , the plan commission and the village board to express my objection to this project as well as serious concerns, regarding the proposed building of a five-story 33 unit apartment building and a rout story 48 unit affordable and supportive apartment building at 1657 Shermer Rd. I cannot attend the meeting but wanted to share my objections.

I have discussed this matter with dozens of residents and the first response is shock as many of them did not even know this plan was in the works or made aware of the October 18th meeting. I now what I have attached states it was a mail notice, but I did not receive any such notice and I have not spoken to a single person who can recall receiving the same.

Firstly, I do not feel that two buildings of this size fit with the current allure of downtown Northbrook. We are small community and the downtown is loved because it is peaceful. Adding two enormous buildings right smack in the middle does not fit with the surrounding atmosphere in that area of Northbrook. This will cause not only an eye sore, but it changes the whole draw of the community as a quiet place to raise a family. If we wanted 70' buildings we would live in Chicago. The traffic on Shermer during rush hours and the trains can already by problematic and adding nearly 400 residential units is only going to compound that problem to the point it will be totally unworkable. You will destroy our downtown with this project. Additionally, this additional traffic is a real danger to children and families utilizing the sidewalks, roads and crosswalks to get to downtown, Village Green Park and Techny Prairie Parks.

Also, I feel the addition of this project will have a substantial impact on not only the real estate market in Northbrook for both home sales, but also the rental market. You are planning on putting this massive project which includes low income housing just blocks from where there are numerous homes valued in the seven figures each. By putting this project right in their backyard will make many of these homes less desirable for the prices they are selling at, as most people move to Northbrook to get away from large apartment complexes and low income housing. If you greatly diminish the home values that will have consequences on property taxes which will hurt Northbrook. What about the rental market in Northbrook? This throws a wrench into the profitability of rental homes. This project is short sighted, property values are appreciating in the area and mainly because of small homes being torn down and replaced by large much higher valued homes that pay greater property tax. When you take the allure of the quiet suburban life away by placing this enormous project right smack in the middle of these homes you take away the reason for the residential developers to come.

Has there been thought about the village services such as fire and police? This project will certainly increase the need for additional services. What about our schools? I believe this project falls within district 30. As a parent of multiple children in district 30 we are already at capacity, where are the children going to be placed? Money for additional teachers, expansion, etc…

Myself and my family are not ok with you destroying our quiet community with this project. Should this project be approved I believe there are many like myself who will attempt to leave Northbrook before the project is complete to go to towns that respect its residents' wants for a quiet community like so many of the other communities in north shore do.

Sincerely,

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Hupyand Abraham s.c.
personal injury lawyers

Vito Manicioto
Partner

6475 Washington Street, Suite 105
Gurnee,IL 60031

VManicioto@hupy.com

(847) 625-5500

(847) 625-6318 Fax

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: ERIN SULLIVAN <emo66@comcast.net>
Sent: Monday, October 10, 2022 5:17 PM
To: Kohlstedt, Michaela
Subject: Grainger Redevelopment project

I am a long time Northbrook resident. I live very close to the Shermer train station. I am very much against a large apt complex in this area!! Please add my email to the list of residents who are against this project.

Regards,

Erin Sullivan

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Jessy Aaron <jessicaaaron524@gmail.com>
Sent: Tuesday, October 11, 2022 9:46 AM
To: Kohlstedt, Michaela
Subject: Grainger Proposal

Hi Michaela,

My name is Jessica Aaron and I am a resident on Woodlawn Road, the street that directly intersects with the Grainger building. Thank you in advance for reviewing my concerns on the proposed development on the Grainger property. My young family has lived here since 2015 and we love our neighborhood and this community. My kids are ages 11, 9 and 7 so as you can imagine, they love to run around outside, go to the parks and bike to school.

The idea of a +/- 400 unit apartment complex at that location which will add at least 400 vehicles, if not significantly more, is extremely terrifying for an already busy and overpopulated street and intersection. The Shermer and Techny area is the primary route for so many kids to bike and walk to Maple and GBN. How can parents be comfortable with our kids biking or walking with that kind of added congestion and danger? The village will not even lay a sidewalk on the north side of Techny, but they'll build this? Please explain that. This is not a question of will an unfortunate accident happen, this is a matter of when will it happen.

We already have the large townhome development on Shermer and Techny and the one on Shermer just west Waukegan. There is no need to add another large development in this already over saturated area. To add insult to injury, adding a rooftop bar that high up will eliminate the privacy of the residents on the surrounding streets. Our homes are the one place we can feel safe and secure, now we have to worry about people being able to watch our homes and see into our yards?

Additionally, our schools are already overpopulated. Wescott recently undertook a large addition just to be able to accommodate the children that already live here. Imagine what this will force the schools to do. It will make our classrooms have more children, leading teachers to be more overwhelmed and our students having less personalized attention.

Put yourself in our shoes and recognize the tremendous negative impact this will have on families with young kids that will continue to live here for many decades. Or maybe they won't? Is it worth it to endanger our children and drive people out of the community?

Do not overpopulate our streets making it even more dangerous for our children. Do not take away the privacy of our homes. Do not overpopulate our schools and overburden our teachers. Do not take away all the things that make Northbrook great. Do not ruin the safe community you have by allowing this unnecessary complex.

Sincerely,
Jessica Aaron

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Katie Bae Shin <katie.bae@gmail.com>
Sent: Tuesday, October 11, 2022 4:24 PM
To: Kohlstedt, Michaela
Subject: Shermer Development Quarterra Multifamily Communities, LLC (the "Applicant") along with Housing Opportunity Development Corporation (the "Co-Applicant") project

Dear Ms. Kohlstedt,

I hope you are doing well. I am emailing to oppose the proposed 70' condensed apartment building and subsequent surroundings being considered in front of the village at the current moment.

It is my stance, and many other neighboring residents around our community, that we want ZERO high density 70' tall apartment complexes built anywhere near our downtown. A build like this does not fit the surrounding atmosphere of our community and does not meet the current long term comprehensive community plan.

Traffic on Shermer Road during peak times (and sometimes off peak times), when coupled with long delays from frequent commuter and freight train crossings will only get worse. This additional traffic will create a larger amount of side street speeders where our children ride bikes and play.

I currently live on 2359 Farnsworth Lane and will be directly impacted by the cut through traffic.

Best Regards,

Katie S. Shin, PharmD
National Director, Field Medical
Mobile: 847-951-5939
kshin@meipharma.com

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Larry Briski <larry.briski@gmail.com>
Sent: Tuesday, October 11, 2022 7:24 PM
To: Kohlstedt, Michaela
Subject: Docket No. PCD-22-08: 1657

Hi Michaela -

I reside at 2049 Woodlawn Rd, Northbrook, IL and have heard (but never received notification) of the planned multi-use facility being planned at the old Grainger facility. I will apologize upfront for the length of this email.

I have discussed this with many neighbors and would like to express my adamant opposition to this development, for the following reasons:

1.) Wescott is already at almost full capacity as are the other schools that service District 30. We still have not even seen the full impact of the townhomes being developed on Techy, let alone what 250+ units would bring to the area. Our schools simply do not have the capacity and raising already high classroom sizes is, frankly, unacceptable.

2.) Traffic on Shermer is already terrible during peak hours and this will exacerbate an issue that has not been addressed by the village. In addition, this would also make three streets essentially pass through streets to get to restaurants and units: Woodlawn, Farnsworth and Illinois. This will be especially dangerous given the amount of families and children that live on these streets today.

3.) Noise - a restaurant and retail this close to residential would be welcomed with the proper safe guards against traffic and child safety, however, not with permits allowing for live or DJ music outdoors. This would disturb an otherwise peaceful neighborhood.

4.) Appearance - nowhere in residential Northbrook does any property have this type of size and scale. There is nothing within any proximity to this proposal that is 5 stories tall and 70 feet high. It will be completely out of line with the rest of the surrounding area.

5.) Simple fairness of standards - many people have gone through the permitting process of Northbrook and built properties here. There have been very few if any concessions from the village or special permits when people are building their homes even when it has zero impact to the local community. This proposal is asking for multiple zoning changes, multiple permit exceptions for this complex where the developer has an obvious disregard for the community. They want to lower the minimum sq feet in dwellings, reduce parking units per unit, increase ramp slopes, reduce distance between sidewalks and property buildings - why? - to cram more people into a smaller space to earn a larger profit. Why is the village even considering something that is so blatantly a profiteering effort which will have a negative impact on the community?

I personally can not be at the meeting on October 18th because, again, I did not receive notification directly, and am otherwise committed, however I want to express my adamant disapproval of this plan based upon the above. There is not a single component of this proposal that lives up the standards of the Village and would be the antithesis of protecting existing citizens.

Thank you,

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Larry Briski

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Eleni Katsoulis <eaposto2@gmail.com>
Sent: Tuesday, October 11, 2022 9:41 PM
To: Kohlstedt, Michaela
Subject: Opposition to Lennar Multifamily Communities, LLC. development.

Dear Ms. Kohlstedt,

I am writing to you regarding the proposed plans for the Grainger development on Shermer Road. As a resident of Woodlawn Road, this development directly impacts my family's day-to-day life. My family purchased property in Northbrook in 2019, with plans of putting down roots and raising our growing family here in Northbrook. Our primary impetus for leaving the city of Chicago was congestion and safety for our young children, who we wanted to raise in a safe, family-oriented community.

After going through the intense investment of building a new construction home in Northbrook with the intent of spending the next 40 years here, it was quite a shock to learn that the village was considering the proposed Lennar Multifamily Communities, LLC. development.

Below is a summary of our primary concerns:

1. Impact on our schools

One of the main reasons we chose Northbrook to build our home is because of the school system here. We were particularly impressed with the new state of the art construction of Maple Middle School. We were also excited about the expansion of Wescott. That is why we specifically chose to live on Woodlawn Road. Despite the recent construction at Wescott Elementary School, I understand District 30 is fully at capacity. The proposed 335-unit multi-family residential building being constructed by Lennar Multifamily Communities, LLC. would have students within District 30. Accordingly, a large development as proposed will surely impact our district and the already limited resources for our children. Additionally, this will impact the Park District and the Library (which already has limited programming for young children). To allow grant the proposed plans would hurt the families that have already committed their lives to the Village. I can assure you that should this proposal go forward, my family and others will be considering leaving the area.

2. Changing the character of the area

The Village Board appears to be considering whether it is appropriate to grant special permit approval for a planned development, multiple buildings on a single zoning lot, and for a restaurant. We emphatically respond, no it is not appropriate.

Commercial space and a restaurant as designed would cause harm and disruption to the neighborhood. The primary concerns include light and noise pollution. A restaurant in a predominantly residential area would cause noise disturbance beyond reasonable 9-5p working hours. Any structure with outdoor dining or rooftop deck would cause noise and privacy issues. Noise from patrons leaving at closing time or after hours will cause significant noise disturbance.

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Further, Trustee Collison suggested an outdoor brewery restaurant. This potential brewery would be across the street from young children; and just a few blocks from an elementary school. Aside from the clear liability issues that this raises, it distinctly changes the character and area of the neighborhood.

Additionally, the developer is proposing a six-story residential structure, though the current limitation is four stories. Allowing a variance in this regard will allow residents, patrons, and visitors visual access to the yards on Woodlawn and Farnsworth streets. Many residents in the area moved to these particular streets for privacy. The Village is now considering violating our privacy to benefit a developer.

3. Traffic

As proposed, the main entrance/exit to the six-story, 335-unit multi-family residential is Woodlawn Rd. Accordingly, traffic from this development will directly flow onto a residential street, again, changing the character of our community. There is serious concern here for our children, who will now be playing on and near a newly busy cut-through street with significantly more traffic flow than before. This is exactly the type of thing we moved from Chicago to avoid.

Moreover, the changes in traffic patterns will affect our daily lives. Shermer is already quite congested during certain times throughout the day and this will create more obstacles to travel. Therefore, this proposed plan does not help improve our downtown.

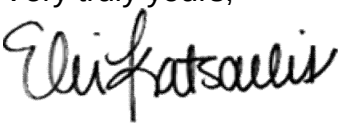
The proposed development-parking structure is only required a 10' setback and is now requesting a reduction to 2'. The front setback should align with the Shermer Place development and require a water feature along the sidewalk to add additional separation of this multi-unit compound.

The beauty of Northbrook are the parks, the schools, the friendly faces we see each day, and the small businesses that we support. By building such a large development near residential homes is a slap in the face of those that have committed to putting roots here.

We would strongly urge the Board to take the points above into consideration, as this current proposal takes little regard for the increase in traffic, noise, and disturbance to the community as a whole and to also to Northbrook residents that are directly impacted by this project. I hope the trustees understand the magnitude of their power and decision-making and consider the long-term future of its residents, rather than any perceived short-term benefits.

I appreciate your time and attention to this matter.

--
Very truly yours,



Eleni Katsoulis

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Maria Milicevic <mmilicevic@legalpeoplegroup.com>
Sent: Wednesday, October 12, 2022 1:17 PM
To: Kohlstedt, Michaela
Subject: Opposition to Lennar Multifamily Communities, LLC. development

Dear Ms. Kohlstedt,

I am writing to you regarding the proposed plans for the Grainger development on Shermer Road. As a new owner of property on Woodlawn Road, this development directly impacts my family's future. My family purchased an asbestos filled, rat infested property from an older Northbrook resident who could not keep up the property in June, 2022. We paid way too much money for a tear down home on the Boardwalk of Northbrook's Monopoly board – Woodlawn Road. This neighborhood is the jewel of Northbrook - it is walking distance to the best parks, the restaurants in town, the train station, and most importantly the schools. The neighbors host flamingo Fridays and block parties. We patiently waited 3 years to find a property to purchase in the heart of this town and now our dream is finally becoming a reality. We planned to invest every hard earned penny we make into constructing a beautiful brand new home on Woodlawn in which we planned to spend the next 30 years of our lives. So you can understand that we were shocked at the news of the proposed Lennar Multifamily Communities, LLC. development. Now we're stopped dead in our tracks. Do we need to rethink investing our money in a new build in Northbrook? Should we cut ties and run while we still have the opportunity?

Below is a summary of our primary concerns:

1. Impact on our schools

The #1 reason we chose Northbrook to build our future home is because of the school system here. We were overjoyed to see District 225 ranked #2 in the nation by Niche last month. This reconfirmed our commitment to building in Northbrook and our excitement to make this investment in our children's' education and future. It is our understanding that District 30 is at full capacity. The proposed 335-unit multi-family residential building being constructed by Lennar Multifamily Communities, LLC. Could realistically feed another 600+ students into District 30. This will undoubtedly have a negative impact on the resource allocation for my children. It will similarly impact the resources they access at the Park District, pools, & library. This potential is a serious threat to our #1 reason for buying in Northbrook.

2. Increased traffic & safety threat

As proposed, the main entrance/exit to the six-story, 335-unit (500 parking space) multi-family residential is Woodlawn Rd. Accordingly, traffic from this development will directly flow onto a quiet residential street, forever changing the character and safety of our neighborhood. **There is serious concern here for our children, who will now be playing on and near a newly busy cut-through street with significantly more traffic flow than before**. This is the exact reason we spent considerably more money for a home on Woodlawn rather than a busier street. We must maintain safety for our children!

Moreover, the potential for impaired driving down our residential block exponentially increases if a restaurant or brewery is opened across the street. **It is putting our children in danger in exchange for money from a development company that only has the bottom line in mind. Please do not sell out the interests of our children!**

3. Changing the character of the area

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

The charm of Northbrook are the beautiful tree lined streets and lack of large and tall developments. A commercial space included in the apartment complex would cause light and noise pollution beyond the reasonable 9-5p working hours. Any structure with outdoor dining or rooftop deck would cause noise and privacy issues. Noise from patrons leaving at closing time or after hours will cause significant noise disturbance.

Additionally, the developer is proposing a six-story residential structure, though the current limitation is four stories. Allowing this variance would allow residents of the apartments to see into neighboring yards constituting a violation of privacy.

The proposed development-parking structure is only required a 10' setback and is now requesting a reduction to 2'. The front setback should instead align with the Shermer Place development for continuity and further separation from the neighborhood.

4. This plan is a bait & switch

Finally, we are appalled that the current board has gone so far against the village's original motives in purchasing the property in the first place. **This is a bait and switch** to the residents of Northbrook who approved the original 8+ million dollar investment in the property. According to this Chicago Tribune article from 2018, the village's original intent was to control the destiny of the property: https://www.chicagotribune.com/suburbs/northbrook/ct-nbs-grainger-property-update-tl-0906-story.html. At that time proposals of 13 and 11 units on the site were considered too dense, citing that the ideal use of this property would be **EIGHT (8)** units **NOT 300+!** How can the board move forward with this plan in good conscience? What new circumstances are in play that would so drastically change the intentions and motivations of the board with regard to this property?

In summary, we very strongly hope the board considers the impacts on the neighbors and neighborhood when deciding on these zoning variances.

We thank you for your time and consideration of our concerns.

Maria C. Milicevic, Esq.
Director of Recruiting and Placement
Legalpeople | a LegalPartners Company
209 West Jackson Blvd., 10th Floor
Chicago, IL 60606
(312) 414-0813
mmilicevic@legalpeoplegroup.com
www.legalpeoplegroup.com

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Michael Milicevic <mmilicevic@cdslegal.com>
Sent: Wednesday, October 12, 2022 1:12 PM
To: Kohlstedt, Michaela
Subject: Opposition to Lennar Multifamily Communities, LLC. Development

Dear Ms. Kohlstedt,

I am writing to you regarding the proposed plans for the Grainger development on Shermer Road. My wife and I recently purchased a property on Woodlawn Road at great expense, and are close to finalizing plans to build our home there. As a future resident of Woodlawn Road, this development directly impacts our family's day-to-day life. My wife and I saved our entire adult lives with the intention to build our forever home in this area. What attracted us to Northbook and Woodlawn Road in particular was the school district and family friendly environment where we can safely raise our two young daughters.

It was extremely attractive to live so close to outstanding schools in a quiet neighborhood where we could allow our children to play and even walk to class without fear of excessive traffic and other hazards that we chose to move away from in more urban areas.

I'm sure you can imagine our surprise when we learned of the proposed 335 unit multi-family development and brewery with proposed entry and exit onto Woodlawn Road. If these plans are approved, we will be forced to reconsider our own home construction plans which are very close to being finalized.

I hope the village board might strongly consider our concerns with this development listed below and ultimately choose to preserve the peace, tranquility and character of this special area in Northbrook by choosing not to move forward with this proposed project.

Below is a summary of our primary concerns:

- <u>Negative Impact to Schools</u>

  As the child of immigrants, and the first generation born in the United States in my family, I am keenly aware of the struggle and sacrifices parents make to ensure a better life and the best education possible for their children. My wife and I choose to make many personal sacrifices as well for our children to attend one of the best school districts in Northbrook, District 30, and spent over three years attempting to acquire a property on Woodlawn Road. We were particularly impressed with the new state of the art construction of Maple Middle School and the expansion of Wescott that would be walking distance from our home. Our understanding is that Wescott Elementary School, is at capacity however. The proposed 335-unit multi-family residential building being constructed by Lennar Multifamily Communities, LLC. would place a great burden on resources within District 30, in addition to impacting the Park District and the Library. Approving the proposed development will hurt hardworking families like mine who have gone to great lengths to attend this district.

- <u>Not the Intended Use</u>

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My understanding is that special permits will need to be granted for this proposed development of multiple buildings on a single zoning lot with a restaurant and brewery. In fact, I believe the original reason behind the village purchase of this area in 2018 was to allow investment options including a relocated train station, new police station or stormwater management facility which would greatly benefit existing residents of the area. In 2018 a proposal to build 13 town homes and a separate proposal to build 11 single family homes on the property were actually struck down by the board stating that the designs would be "too dense". How then would the Lennar Multifamily Communities project of 335 units fall within the scope of intended usage for this property, contradicting past board decisions on density and providing no benefit to existing residents?. It seems clear this was not the intended use of this area and should not be approved based on the precedence set in past board decisions and it's original intent in purchasing this property.

3. Traffic/Unsafe and/or Impaired Drivers

As proposed, the main entrance/exit to the six-story, 335-unit multi-family residential is Woodlawn Rd. Accordingly, traffic from this development will directly flow onto a residential street, posing an increased danger to any pedestrian foot traffic. There is also great and justifiable concerns that impaired drivers leaving the restaurant and brewery will flow out onto residential streets like Woodlawn posing a clear and present danger to any children playing in the area.

In summary, I would strongly urge the Board to take the points above into consideration, as this current proposal takes little regard for the original intended use of the property and current residents in close proximity to the proposed site.

Sincerely,
Mike Milicevic

Michael Milicevic, Esq.

Managing Director, Chicago

Complete Discovery Source, Inc.
200 N LaSalle, Suite 2390
Chicago, IL 60601
United States
e: mmilicevic@cdslegal.com
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Kohlstedt, Michaela

From: Evan Katsoulis <evankatsoulis@gmail.com>
Sent: Wednesday, October 12, 2022 3:58 PM
To: Kohlstedt, Michaela
Subject: Comment letter on Lennar / Grainger site Proposal, Northbrook

Thank you to the Plan Commission and Northbrook for allowing us to comment and raise concerns on the proposed Grainger site development.

As a resident of Woodlawn, and one that recently moved here with goals of raising a family here in Northbrook for the long-haul, the 335 unit plan from Lennar is unacceptable and presents a hazard to the community. A couple of primary concerns:

1. Impact on schools
2. Traffic
3. Safety of our children
4. Property values

Placing a high-density development in our community, a development where it is unclear whether it will bring long-term residents to the area, presents challenges to our community. District 30 and the Northbrook school system are held in high regard, and we are concerned about the increased pressure and capacity constraints this high-density project will place on our schools.

Traffic and congestion are a major concern. Shermer is already a major and busy thoroughfare, and this development will put undue pressure on it and the local roads. Dumping the parking garages straight onto Woodlawn presents a HUGE hazard to the families living on Woodlawn (and Illinois/Farnsworth). It is completely unacceptable to have the Lennar property's traffic zooming through Woodlawn, and destroys the suburban, safe feel that we've cultivated and indeed what brought us here in the first place.

Safety concerns for our children are very real with this proposed new development. Aside from the main-road traffic, there is a large concern here that the count of cars coming through the neighborhood as a cut-through will increase 10-fold. It is imperative that we do not dump this development's traffic onto the local roads, specifically Woodlawn which as proposed lines up directly with the development. We also have concerns of privacy violations and a generally more busy congested feel than Northbrook has previously promised the local residents. Having a brewery installed in the Retail space is an absolute non-starter, and a moral hazard with so many young children growing up at its doorstep. Having bar-goers stumbling down our streets along with the accompanying noise pollution and liability risk of it all would destroy our neighborhoods. Many current and prospective residents of the community would now think twice about raising a family here.

Also in question is how much of an improvement this development would be to Northbrook's downtown. It is not centrally located, and in fact could draw people away from the desired density of the downtown area. We could better be served as a community by investing in places such as the Ace Hardware plaza, and feeding more quality density into that commercial area. Spilling into the residential neighborhoods misses the mark and ends up being a lose-lose. Lose for the locals who will be disturbed, lose for the village who would be better served investing in core density and not sprawl.

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As a result of the above, property values will decline. Hardship (financial and otherwise) will be brought on to the current population of the area.

Overall, the proposed plan for the existing Grainger site will negatively impact the area and character of Northbrook. Families who moved here for a slower pace, safety, breathing room, and calmer way of life will now be subject to much increased traffic, potential for noise/pollution, safety concerns, congestion, and disturbances with respect to having an alcohol-serving establishment on premises. This would be a deal-breaker for many area families who will take their tax dollars and purchasing power where their peace and safety is respected. All of this is also not even mentioning the negative impact on property values, which will no doubt occur on Woodlawn and surrounding areas.

Finally, we do not want a situation where concessions/variances are made to push this project through, at the expense of local residents who put investment and roots down in the area under different expectations of what it would be.

Once again we appreciate the opportunity to comment, make our concerns heard, and help shape our community. Thank you.

Sincerely,
Evan Katsoulis

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Kohlstedt, Michaela

From: Cindy Lee <cindy.chicago@gmail.com>
Sent: Thursday, October 13, 2022 8:12 AM
To: Kohlstedt, Michaela
Subject: Granger mix use development - resident sentiment

HI Michaela, thank you for taking time out to speak with me last week. I appreciate your feedback and attached you'll find our letter to the board on our concern for the mix use development that's being proposed.

Cindy

****

My family recently purchased the two lots on 1680 Shermer and 2001 Woodlawn with the intention to build family homes for my sister and myself. We are current Northbrook residents and have children in the school system in both the elementary and high school levels. As long term Northbrook residents, we had our choice to leave Northbrook but choose to purchase land and build-new in the community we love. The new proposed development site sits directly across the street from our two lots. We are 2 of 3 homes on Shermer in direct field of vision and hearing from any proposed construction. The addition of 400+ homes and commercial developments/Restaurant negatively impacts our homes. To highlight a few relief points that impact our family:

Requested Relief:
B. Increase height from 4 stories to 5 stores -
Shermer Place Condo (mixed-use development) is a 4- story condominium. Any proposed apartment building should be viewed with similar board/planning standards and maintain a height of no-more than 4-stories.

C/D/E/F. Special Permits
A restaurant in a predominantly residential area would cause noise disturbance beyond reasonable 9-5p working hours. Any structure with outdoor dining or rooftop deck would cause noise and privacy issues as we can currently hear outdoor noise from the Landmark Bar, which is located a few blocks down the street. Also a rooftop deck would allow restaurant patrons to look into our yards and homes compromising our privacy. Noise from restaurant patrons on the rooftop/outdoor seating, music, and general noise from patrons leaving at closing time or after hours will cause a noise distrubance. I believe a commercial restaurant in this space would cause harm and disruption to the neighborhood.

H. Variations to reduce setback
Current residential builds require a 30 ft setback fro the front sidewalk. This proposed development-parking structure is only required a 10’ setback and is now requesting a reduction to 2’. I fail to see how this is beneficial to the Village or residents directly across the street. In fact, the front setback

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should align with the Shermer Place development and require a water feature along the sidewalk to add additional separation of this multi-unit compound and eliminate the restaurant all together.

J. 6 &7. Signs
Signage increase from 25 to 100 sq ft, increase of number of signs, and decreasing the distance between signs will fundamentally change the look of our downtown area and the expansion of the downtown area to Shermer and Woodlawn. We do not want a stripmall to take over our town. Adding multiple large signage in front of residential homes is not the Northbrook we bought land in.

We would strongly urge the Board to take these things into consideration as this current proposal takes little regard for the increase in traffic, noise, and disturbance to the community as a whole and to also to Northbrook residents that are directly 100% impacted by such a build.

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Kohlstedt, Michaela

From: Bill Doyle <bill.doyle@comcast.net>
Sent: Saturday, October 15, 2022 12:59 PM
To: Kohlstedt, Michaela; Bill Doyle
Subject: upcoming Board hearing this Tuesday

Michaela, could you distribute this to the Village Trustees regarding this Tuesday's public hearing regarding the proposed Lennar multi family development

I urge the Village Board to reject the submitted plans for the former Grainger site, 1657 Shermer. The plans submitted by Lennar Multifamily represent a level of density that is an unequivocal negative for the quality of life of the residents of the Village of Northbrook. The density of 335 units is not compatible with that site. The density of 41 residential units per acre is well above much of the existing density that the majority of residents of Northbrook live at a density of 4 residential units per acre. The Lennar density is absolutely too high and should not even be considered.

In addition, the traffic density will be a major detriment to residents of the Village of Northbrook and reduce quality of life for the thousands of residents that traverse Shermer daily.

The majority of Northbrook residents that I have talked to feel this project is ill suited to the site, to the Village in general and to traffic in an already quite congested area throughout much of the day. The Village Board's hopes that this multi family will attract more development are not consistent with Lennar's goals, Lennar is not adding any enhancements to downtown Northbrook as mentioned in the press release by the Northbrook Chamber of Commerce and Industry press release of May 25, 2022.

Please represent the wishes of myself and other Village of Northbrook residents and reject this development. In my opinion, the best use for the site would be to extend the Anetsberger Trail Thru Time and parkland to both sides of the Metra tracks as a number of other successful villages have extended parks on both sides of railroad lines and tied them together with bridges or a pathway under the tracks.

I urge you to vote against this development in total, and certainly not grant any zoning variances.

Bill Doyle

1829 Maple

A resident of the Village living less than 200 yards from the former Grainger property.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Halley Winer <halley.winer@gmail.com>
Sent: Tuesday, October 18, 2022 9:10 AM
To: Kohlstedt, Michaela
Subject: Rezoning and Redevelopment of Grainger

To the members of the Plan Commission and Board of Trustees,

My name is Halley Winer. My husband and I both grew up in Northbrook and moved back here in 2021 to raise our three children. **I am writing to you all to oppose the rezoning and proposed redevelopment of the former Grainger property on Shermer.**

I am a very active member of the Wescott School PTO. I spend multiple days per month at the school interacting with all of the kids. As you are aware, there was an expansion built at the school to accommodate for the influx of children due to the 80+ townhouse development on Techny, as well as moving the kindergarten back to Wescott, allowing children to go to their neighborhood school.

To put it simply, Wescott is at capacity. I have seen it firsthand. I don't see how the school can accommodate the sheer volume of additional children a property of this size will bring in. Classroom sizes have already increased this year vs. last year. (For example, we went from 16 in our 1st grade classroom last year to 22 in our 2nd grade classroom this year.) District 30 is an amazing place to send your children, and I can imagine our student population will continue to grow. But a sudden and major flood of new students does not seem manageable to our district or any other. It's not fair to our students or teachers to place this burden on them.

Another concern is the increased density of traffic this property creates. Again, from a firsthand perspective, I live on Farnsworth Lane. People fly down the street. They use it as a cut-through to get between Shermer and Pfingsten. Adding more cars to this area will only add to the problem.

The increased traffic near Wescott will also be a major safety hazard for the children and crossing guards. I reached out last year to the Public Safety Committee (who I never heard a response from) and the Northbrook Police Department (who I did get a response from) about this issue in the hopes of having additional signage installed. This is not a new problem, which will only worsen with the addition of the number of cars that would fill a six-story parking garage.

There are many other potential issues I foresee with the rezoning and redevelopment of this property under the proposed plan (noise and light pollution, density and scale of property do not fit in with the neighborhood, etc.). But in general, this proposal threatens the quality of life of Northbrook. We will lose all the great characteristics that make Northbrook such an amazing place to live.

Your jobs are to protect that. Period.

I will be unable to attend tonight's meeting. So thank you for your time and consideration of my email.

Halley Winer

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Winer, Joshua E <jwiner@KPMG.com>
Sent: Tuesday, October 18, 2022 3:45 PM
To: Kohlstedt, Michaela
Cc: halley.winer@gmail.com; Winer, Joshua E
Subject: RE: Rezoning and Redevelopment of Grainger

To the members of the Plan Commission and Board of Trustees,

My name is Josh Winer and my wife and I grew up in Northbrook, and moved back with our three children last year. **I am vehemently opposed to the rezoning and proposed redevelopment of the former Grainger property on Shermer.** I am in favor of attempting to expand downtown Northbrook and enticing more families and businesses to our neighborhood, but the proposed development will not achieve this. I understood the original goal of acquiring the Grainger property was so that the village would be able to have a voice in how the property would be used in the future in order to better our community. I simply do not see how this new development is meant to do that outside of unwinding a highly scrutinized, now sunk cost of purchasing this property. To that end, it is quite clear that this is one way for the village to recoup their investment in the property, but hardly the only way. If you think a positive financial return on this property will be viewed favorably by the community and voters, at the expense of quality of life, you are sorely mistaken. **While I appreciate the financial outcome of divesting this property is important as a taxpaying citizen of our village, you are attempting to drive a fiscal return with blatant disregard for the negative impact it will have on the surrounding community. This is in direct conflict with the goal of acquiring the property in the first place, and with your mandate as village trustees.**

The current streets / infrastructure / schools etc. cannot support a high density housing development. This high rise property will be boxed in by the train tracks to the east and all 350 new families will be forced to use a 2 lane road, Shermer, that is otherwise already congested from the intermittent trains that cross that street at walters and 500+ high school students and 500+ junior high students whom all use Shermer as their primary route day in and day out to get to school. **Furthermore, any mixed commercial use in that space will NOT expand downtown Northbrook, and will create the same eyesore / vacancies that we've seen west of the train tracks and in the strip mall behind Shermer on Cherry for years.** Furthermore, the very idea that you could potentially approve a 6 story parking structure is asinine. The scale of this development is untenable and out of place in the proposed location (or anywhere else in Northbrook, for that matter).

As an investor, it also seems obvious to me that 10+ acres in the heart of downtown Northbrook could be sold for a similar amount of money, or more to a developer who is willing to build housing that is more appropriate for the neighborhood. Builders are paying $400-500k for ¼ acre lots and tearing down the homes on them to sell $1.5m+ properties. This tear down value per acre equates to a sale price of $16m+ for the Grainger property while only adding the complexity of 40 additional single family homes as opposed to 350 units. While this may not be feasible with the train tracks, immediately behind the property, townhouses that are sprinkled all along the train tracks are also selling at record pace. I refuse to believe that a high density condo building is the only way an investor wants to develop the property. It is simply a way for them to maximize profits at Northbrook's expense.

I hope you will reconsider this property development and listen to the citizens petitioning against it. If you're unwilling to do so, I can assure you, the residents of Northbrook will be even louder at next year's election.

Regards,
Josh

Josh Winer
Partner - Deal Advisory & Strategy

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KPMG LLP * 200 E. Randolph St Ste 5500 * Chicago, IL 60601
Ph: 312-665-5150 * Cell: 847-975-3795 * Email: jwiner@kpmg.com

From: Halley Winer <halley.winer@gmail.com>
Sent: Tuesday, October 18, 2022 9:10 AM
To: michaela.kohlstedt@northbrook.il.us
Subject: [EXTERNAL] Rezoning and Redevelopment of Grainger

To the members of the Plan Commission and Board of Trustees,

My name is Halley Winer. My husband and I both grew up in Northbrook and moved back here in 2021 to raise our three children. **I am writing to you all to oppose the rezoning and proposed redevelopment of the former Grainger property on Shermer.**

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To put it simply, Wescott is at capacity. I have seen it firsthand. I don't see how the school can accommodate the sheer volume of additional children a property of this size will bring in. Classroom sizes have already increased this year vs. last year. (For example, we went from 16 in our 1st grade classroom last year to 22 in our 2nd grade classroom this year.) District 30 is an amazing place to send your children, and I can imagine our student population will continue to grow. But a sudden and major flood of new students does not seem manageable to our district or any other. It's not fair to our students or teachers to place this burden on them.

Another concern is the increased density of traffic this property creates. Again, from a firsthand perspective, I live on Farnsworth Lane. People fly down the street. They use it as a cut-through to get between Shermer and Pfingsten. Adding more cars to this area will only add to the problem.

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There are many other potential issues I foresee with the rezoning and redevelopment of this property under the proposed plan (noise and light pollution, density and scale of property do not fit in with the neighborhood, etc.). But in general, this proposal threatens the quality of life of Northbrook. We will lose all the great characteristics that make Northbrook such an amazing place to live.

Your jobs are to protect that. Period.

I will be unable to attend tonight's meeting. So thank you for your time and consideration of my email.

Halley Winer

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Village of Northbrook Plan Commission and Board of Trustees,

245 people have signed a petition on Action Network telling you to Support the Residents of Northbrook to Oppose Grainger Development Proposal.

Here is the petition they signed:

This petition seeks to address the following:
_ Oppose the proposed 6500 sq ft commercial building along Shermer Ave.;
_ Oppose the density and height of the proposed two apartment buildings as out of scale with the surrounding neighborhood;
_ Speak up against the increased density of traffic which creates a danger to our children while walking/biking to and from school;
_ Raise concerns regarding impact on local schools. What will happen to classroom sizes with the addition of nearly 400 new families?
_ Oppose the increase in noise and light pollution resulting from the addition of nearly 400 apartments and commercial retail/restaurant.

You can view each petition signer and the comments they left you below.

Thank you,

Residents of Northbrook

---

1. Adriana Farber (*ZIP code: 60062*)

2. Jane D (*ZIP code: 60062*)

3. Amanda Madsen (*ZIP code: 60062*)

4. Allison Schneider (*ZIP code: 60062*)

5. Alex Polak (*ZIP code: 60062*)

6. Gina Amaro (*ZIP code: 60062*)

7. Ambreen Badruddin (*ZIP code: 60062*)

8. Amy Mikal (*ZIP code: 60062*)

9. Amy Shmarak (*ZIP code: 60062*)

10. Dimitra Papavasiliou (*ZIP code: 60062*)

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This structure that is planned is not good for the community
I totally oppose it

11. Victoria Lee (*ZIP code: 60062*)
We are expecting overcrowded and adding a significant amount of traffic on Shermer.

12. Angela Kim (*ZIP code: 60025*)

13. Angie Chmieleski (*ZIP code: 60062*)

14. Anju Shivaram (*ZIP code: 60062*)

15. Amy Bobula (*ZIP code: 60062*)
D30 already has no room in their schools. A development that would add a large amount of students to already over-populated schools is not a good idea. Add to it, the traffic, and you have a recipe for disaster.
Northbrook needs to add restaurants and shops that will keep locals staying local. Widen your scope!

16. Phil Farber (*ZIP code: 60062*)

17. Ashok Shah (*ZIP code: 60062*)

18. Patrice Bazianos (*ZIP code: 60062*)

19. Beth Hope (*ZIP code: 60062*)

20. Beth Lome (*ZIP code: 60062*)

21. Brent Gisiner (*ZIP code: 60062*)

22. Inna Borozin (*ZIP code: 60062*)

23. Maria Bazavan (*ZIP code: 60062*)

24. Barney McKim (*ZIP code: 60062*)
I oppose this development proposal at the old Grainger site on Shermer.

25. Nikki Gordon (*ZIP code: 60062*)

26. Brian Gordon (*ZIP code: 60062*)

27. Brad Schneider (*ZIP code: 60062*)

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

28. Lisa Buckley (*ZIP code: 60062*)

29. Carol Nadler (*ZIP code: 60062-6070*)

30. Carrie Malnor (*ZIP code: 60062*)

31. Carrie Glick (*ZIP code: 60062*)

32. Catherine Choi (*ZIP code: 60026*)

33. CHING WEI TSENG (*ZIP code: 60062*)

34. Cheryl Hope (*ZIP code: 60062*)

35. CHRISTIAN HAN (*ZIP code: 60062*)

36. Chunnan Zhou (*ZIP code: 60062*)

37. Cindy Lee (*ZIP code: 60062*)

38. Christie Savery (*ZIP code: 60062*)

39. Christopher Chung (*ZIP code: 60062*)

40. Dan Scott (*ZIP code: 60062*)
I used to sit on the planning commission and the biggest concern is what we do to our schools and emergency responders. District 30 is already overwhelmed and we have no business approving a project like this

41. David Kim (*ZIP code: 60025*)

42. David Gasinski (*ZIP code: 60062*)
Having more options as a "downtown" would be nice but the schools and infrastructure are unable to support that quantity of people being added to the community.

43. Michael Davidovich (*ZIP code: 60062*)

44. David Chang (*ZIP code: 60062*)

45. Debbie Maskin (*ZIP code: 60062*)

46. Debbie DeSalvo (*ZIP code: 60062*)

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

47. Debbie Colby (*ZIP code: 60062)*

48. Dan Fazio (*ZIP code: 60062)*

49. Dora Callas (*ZIP code: 60062)*

50. David Shin (*ZIP code: 60062)*

51. Eleni Katsoulis (*ZIP code: 60062)*

52. Eileen Clarke (*ZIP code: 60062)*

53. Edward Kim (*ZIP code: 60026)*

54. Erin Gerothanas (*ZIP code: 60062)*

55. Ellen Mirochnick (*ZIP code: 60062)*

56. Ellen Evalen (*ZIP code: 60062)*

57. Emily DeSmidt (*ZIP code: 60062)*

58. Emily Swanson (*ZIP code: 60062)*

59. Mia Seo (*ZIP code: 60062)*

60. Erica Marks (*ZIP code: 60062)*
I live at shermer and oak ave the footprint of this building would forever change the landscape of our downtown area. Traffic on shermer is already horrible with the constant trains, adding this building will make it impossible to get to GBN or downtown businesses in any sort of a timely manner. Please vote no.

61. Ed Suarez (*ZIP code: 60062)*
We do not need this type of structure on Shermer road causing more traffic and congestion. There must be better uses for this land in Northbrook.

62. Ethan Buckley (*ZIP code: 60062)*

63. Evan Katsoulis (*ZIP code: 60062)*

64. Franca Gisiner (*ZIP code: 60062)*

65. Gennadiy Voronov (*ZIP code: 60062)*

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66. Nathalie Reisman (*ZIP code: 60062)*

67. Saphra Mikal (*ZIP code: 60062)*
Opposed

68. Grant Jo (*ZIP code: 60062)*

69. Greg Porthan (*ZIP code: 60062)*

70. Barbara Gehrs (*ZIP code: 60062)*
I do not support such dense population in an already high traffic zone

71. Gretchen Stump (*ZIP code: 60062)*
This is not in the best interest of Northbrook and Glenview residents.

72. Grace Zuercher (*ZIP code: 60026)*

73. Halley Winer (*ZIP code: 60062)*

74. Hanna Pimentel (*ZIP code: 60062)*

75. Yunhee Joung (*ZIP code: 60062)*

76. David Harper (*ZIP code: 60062)*

77. Hong Kim (*ZIP code: 60062)*

78. Mike Horvath (*ZIP code: 60062)*
The size of this proposed development is unacceptable.

79. hyun briski (*ZIP code: 60062-6070)*

80. Hee Jung Yum (*ZIP code: 60062)*

81. James Costa (*ZIP code: 60062)*

82. Janelle Duthie (*ZIP code: 60062)*

83. Janinna Sabin (*ZIP code: 60062)*

84. Sin Ae Kim (*ZIP code: 60062)*

85. Jacqueline Hart (*ZIP code: 60062)*

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86. JoAnna May Porthan (*ZIP code: 60062)*

87. Jon Levy (*ZIP code: 60062)*
This does nothing to address the school packing issues NBK is already experiencing and the increased traffic threatens the daily safety of entire neighborhoods.

88. Jodie PEDERSEN (*ZIP code: 60962)*

89. Jodi Oldani (*ZIP code: 60062)*

90. John Skaja (*ZIP code: 60062)*
Can't even fill the ones that were built on shermer and on techney.

91. Gabrielle Skaja (*ZIP code: 60062)*

92. Julie St. John (*ZIP code: 60062)*

93. Justin Lee (*ZIP code: 60062)*

94. Justin Voss (*ZIP code: 60062)*
If this were a smaller building that would fit the neighborhood better, and not a giant "hundreds of units" building, I would be more agreeable.

Also, please don't offer a Starbucks in the building too. We already have local Starbucks to the North and also the South. Bring in Intelligensia or something mom and pop. Don't make us another cookie cutter suburb over saturated by the same tired brands.

95. Josh Wesolowski (*ZIP code: 60062)*

96. Kristyn Klein (*ZIP code: 60062)*

97. Karen Kolod (*ZIP code: 60062)*

98. Kathryn Leonardo (*ZIP code: 60062)*

99. Katie Shin (*ZIP code: 60062)*

100. Katie Shactman (*ZIP code: 60062)*
I'd you're going to bring in all this housing, I'd like to hear your plan for the schools, park district classes/lessons, and traffic.

101. Katie Walther (*ZIP code: 60062)*
Concerned about traffic and additional cars using the neighborhood streets

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102. Kari Dekhayser (*ZIP code: 60062)*

103. Kenneth Hope (*ZIP code: 60062)*

104. Karen Buckner (*ZIP code: 60062)*

105. Kia Vallas (*ZIP code: 60062)*
Concerns with density of project, impact of flooding to area, traffic, privacy to residents of Oak Ave.

106. Jen Kim (*ZIP code: 60062)*

107. Kinga Sliwa (*ZIP code: 60062)*

108. Mark Klein (*ZIP code: 60062)*

109. Kari Hayden (*ZIP code: 60062)*
Absolutely no to this development!!!!

110. Katarzyna Klosowski (*ZIP code: 60062)*

111. Kevin Kang (*ZIP code: 60062)*

112. Charles Montgomery (*ZIP code: 60062)*

113. Maya Oros (*ZIP code: 60062)*

114. Lacrimioara Oros (*ZIP code: 60062)*

115. Larry Briski (*ZIP code: 60062)*

116. Laura Callahan (*ZIP code: 60063)*
These is not on par with Northbrook's planned development. Please reject for something more reasonable.

117. Lee Gordon (*ZIP code: 60062)*
This will add congestion to our roads and schools, which will forever change the landscape of our city. I oppose this project.

118. Len Borozin (*ZIP code: 60062)*

119. Linda Haiduc (*ZIP code: 60062)*

120. Lisa Caris (*ZIP code: 60062)*

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121. Lisa Harper (*ZIP code: 60062*)

122. Liz Hopkins (*ZIP code: 60062*)

123. Jacqueline Siegel (*ZIP code: 60062*)

124. Linda Redstone (*ZIP code: 60062*)

125. Laury Scheyer (*ZIP code: 60062*)

126. Luke Toussaint (*ZIP code: 60026-1146*)

127. Emily Horvath (*ZIP code: 60062*)
I don't oppose a development at this location, but this size is ridiculous. The village is watching.

128. Michael Zhuk (*ZIP code: 60062*)

129. Mary Ann Diaz (*ZIP code: 60062*)

130. Marcy Bussjager (*ZIP code: 60062*)

131. Mugurel Bazavan (*ZIP code: 60062*)

132. Marci Carl (*ZIP code: 60062*)

133. Marcus Lev (*ZIP code: 60062*)

134. Maria Milicevic (*ZIP code: 60062*)

135. Maria Troyanovsky (*ZIP code: 60062*)

136. Guillermina Luke (*ZIP code: 60062*)

137. Marina Zhuk (*ZIP code: 60062*)
I built a house at 2015 Woodlawn rd, a project of my whole life. Lots of work and money. Property taxes super high and rising. We pay them for over 20 years to live in Northbrook as it used to be. With this new project we not only gonna suffer tremendously with crowded streets, schools, traffic, noise etc, we wouldn't be able to sell our house to move away!!!! It's an absolutely devastating development for us and some other families and for the whole village and I plan to pursue any kind of action to modify it to something acceptable for current residents

138. Marina Familiant (*ZIP code: 60062*)

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139. Marlene Reagan (*ZIP code: 60062*)
We don't want it anywhere near us. Concerned about traffic on Shermer road and there is already too much traffic.
Strongly against it!!!

140. Martha Lloyd (*ZIP code: 60062*)

141. Maryanna Gibbs (*ZIP code: 60062*)
I grew up in Northbrook and moved back to Northbrook to raise my family because of the small town feel and close knit community it provides, while also being close to a lot of amenities and the highway etc. The Things that make Northbrook special and an amazing community will be ruined with this development. There will be unbelievable traffic. Schools are going to get overcrowded, and parking will be worse (which is already increasingly horrible downtown and it's not being addressed). It will no Longer be safe for our kids to ride their bikes around town with the increased traffic. The things that people move to Northbrook for, they will no longer move to Northbrook for. It will no longer be special. The values of our houses will plummet. The close knit community will be lost. Let's keep Northbrook the special place it is and not over develop it. For residents who want a more developed area they should have chosen to live somewhere other than Northbrook as there are lots of places that would meet their needs. Don't ruin the place the rest of us love. We chose to live here because of what currently makes it unique and special.

142. Matthew Margolis (*ZIP code: 60062*)

143. Cecilia Suarez (*ZIP code: 60062*)

144. McKenzie Gratz (*ZIP code: 60062*)

145. Chris Coirier (*ZIP code: 60062*)

146. Kathleen Parker (*ZIP code: 60062*)

147. Melissa Kim (*ZIP code: 60062*)

148. Michelle Hacker (*ZIP code: 60062*)

149. Michael Hirsch (*ZIP code: 60062*)

150. Myung Choi (*ZIP code: 60062*)

151. Mina Moo (*ZIP code: 60062*)

152. James OConnell (*ZIP code: 60062*)
I think it's way too dense
Grainier put in underground rainwater retention under the parking and that greatly helped shermer rd flooding as well as oak Ave on both sides of shermer and citadel flooding

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153. Mark Humenik (*ZIP code: 60062*)

154. Melissa Merkin (*ZIP code: 60062*)

155. Mookung Hwang (*ZIP code: 60062*)
I strongly disagree Grainger Development Development Proposal.

156. Wyatt Wolf (*ZIP code: 60062*)

157. Mingchang Jiang (*ZIP code: 60062-6054*)

158. Daniel Nadler (*ZIP code: 60062*)

159. Eva Nadler (*ZIP code: 60062*)

160. Nalini Shah (*ZIP code: 60062*)

161. Nancy Finder (*ZIP code: 60062*)

162. Natalie Nadler (*ZIP code: 60062*)

163. Fosco Nikki (*ZIP code: 60026*)

164. nicolette Kosteba (*ZIP code: 60062*)

165. Laura O'Brien (*ZIP code: 60062*)

166. Nina Smialek (*ZIP code: 60062*)

167. Noah Kosteba (*ZIP code: 60062*)

168. Mary Klein (*ZIP code: 60062*)

169. Norman Maskin (*ZIP code: 60062*)
No to the current density of housing and commercial plans. Currently the developer has them packed in like sardines. Also no to the current plan that the housing should go all the way to the sidewalk -*that would be an eyesore!* - and dangerous

170. Marius Oros (*ZIP code: 60062*)

171. Carolyn Shoemaker (*ZIP code: 60062*)

172. Ovi Costescu (*ZIP code: 60062*)

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173. PAMELA Manicioto (*ZIP code: 60062*)

174. Pam Nelson (*ZIP code: 60062*)
Way too dense.

175. Achilles (*ZIP code: 60062*)

176. Patricia Lee (*ZIP code: 60062*)

177. Patrick Thompson (*ZIP code: 60062*)

178. Harry Metropoulos (*ZIP code: 60062*)

179. Elaine Metropoulos (*ZIP code: 60062*)

180. Puja Singh (*ZIP code: 60062*)

181. Pun Lee (*ZIP code: 60062*)

182. Ram Ramakrishnan (*ZIP code: 60062*)

183. Randi Wesolowski (*ZIP code: 60062*)

184. Rebecca Boston (*ZIP code: 60062*)

185. Richard Reagan (*ZIP code: 60062*)
Concerned with increased traffic on Shermer with more people now using the commuter lot and the traffic from GBN I think the additional traffic on Shermer could make things dangerous.

186. Rebecca Armbruster (*ZIP code: 60062*)
I oppose this redevelopment proposal.

187. Rhonda Schaller (*ZIP code: 60062*)

188. Rubina Iliopoulos (*ZIP code: 60062*)

189. Shae Kelsen (*ZIP code: 60062*)

190. Sally Lee-zhao (*ZIP code: 60062*)

191. Sandra Zisman (*ZIP code: 60062*)

192. Sonia Bhangoo (*ZIP code: 60062*)

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193. Scott Luke (*ZIP code: 60062*)

194. Susie D'Orazi (*ZIP code: 60062*)

195. Shalini Shah (*ZIP code: 60062*)

196. Shannan Tarshis (*ZIP code: 60062*)

197. Sharon Amberg (*ZIP code: 60062*)

198. Sharon Holohan (*ZIP code: 60062*)
NO! Too much traffic!

199. Jim Scheyer (*ZIP code: 60062*)
I oppose the Grainger development

200. Scott Oh (*ZIP code: 60062*)

201. Stephanie Geitner (*ZIP code: 60062*)
This is BANANAS for a plethora of reasons!

202. Daniel Smialek (*ZIP code: 60062*)

203. Smret Smith (*ZIP code: 60062*)

204. Yanping Wang (*ZIP code: 60062*)

205. Sojung Kim (*ZIP code: 60062*)

206. Stephanie Compton (*ZIP code: 60062*)

207. Stratos Rounis (*ZIP code: 60062*)

208. Stella Kim (*ZIP code: 60062*)

209. Stacy Geller (*ZIP code: 60062*)

210. Anastasia Rounis (*ZIP code: 60062*)

211. Priscilla Stebbings (*ZIP code: 60062*)
Development of this property as planned is to DENSE for the space.
Townhomes with open space would be much more appropriate for the area.

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212. Sonia Lima (*ZIP code: 60062*)
We can use this space for something else.

213. Tai Park (*ZIP code: 60062*)

214. Talia Evans (*ZIP code: 60062*)
I love Northbrook. And this new development would create lots of traffic and bottle necks to downtown.

215. Troy Grospitz (*ZIP code: 60062*)

216. Timothy Morrill (*ZIP code: 60062*)
Please not here not appt for high density housing

217. Stacey Hendricks (*ZIP code: 60062*)

218. Tim Hendricks (*ZIP code: 60062*)
Enough already.
Village can't keep up with the amount of residents now.

219. An anonymous signer (*ZIP code: 60062*)
I oppose all the proposed changes and developments

220. Thomas Lee (*ZIP code: 60062*)

221. Tristan Springer (*ZIP code: 60062*)
I am strongly opposed to the granger development proposal

222. Antonios Iliopoulos (*ZIP code: 60062*)

223. Ursula Sedlak (*ZIP code: 60062*)
This is out of touch with our community!

224. Haeyoon Chung (*ZIP code: 60062*)

225. Bobbi Miller (*ZIP code: 60062*)
I support building in Northbrook, but this proposal is too big for the location, will lead to traffic problems on Shermer and the side streets, will make it less safe for kids to bike or drive to school on Shermer, will negatively impact the residential neighborhood, and may overcrowd the schools. The lack a specific tenant for the proposed rooftop restaurant is problematic. A rooftop restaurant could also lead to parking issues, noise, lights at night and other negative neighborhood impact for the

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226. virginia turner (*ZIP code: 60062*)

227. Vito Manicioto (*ZIP code: 60062*)
I strongly oppose this plan. It will contribute to the overcrowding of our schools which are already nearly at capacity. It does not fit with the landscape and atmosphere for which we choose to move to Northbrook. If we wanted mass occupancy apartment buildings we would have stayed in the city. Additionally, this project will have negative consequences as to increased traffic, decreasing property values, the residential rental market as well as additional stress on emergency services.

228. Suyoun Lee (*ZIP code: 60062*)

229. val evalen (*ZIP code: 60062*)

230. Yoonjee Lee (*ZIP code: 60062*)

231. Jin Lee (*ZIP code: 60062*)

232. Brian Wolf (*ZIP code: 60062*)

233. Nishant Shah (*ZIP code: 60062*)
This is a shortsighted view and will ultimately result in a loss of revenue for the village vs the increase that is anticipated. Please rethink this decision with a long term macro view as this will result in a loss of all the things the village has worked so long to establish.

234. Yong In (*ZIP code: 60062*)
I oppose to Northbrook Granger site development proposal.

235. Maya Zhuk (*ZIP code: 60062*)

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Support the Residents of Northbrook to Oppose Grainger Development Proposal

On Tuesday, October 18, the Northbrook Plan Commission will hold a public hearing on the proposed rezoning of the former Grainger building on Shermer. The Village is considering sale of the approximate 10.38 acre property to a developer who plans to construct a high density multi-use project consisting of a 6500 square foot commercial building/restaurant with rooftop deck, a five-story 335-unit apartment building, a four-story 48-unit affordable housing building, as well as a six-story parking structure.

The scale of the proposed project requires numerous changes in zoning such as height limitations, setbacks, and parking requirements to the detriment of the surrounding residential neighborhood. The development threatens the quality of life and characteristics which make Northbrook a great place to live.

This petition seeks to address the following:

- Oppose the proposed 6500 sq ft commercial building along Shermer Ave.;
- Oppose the density and height of the proposed two apartment buildings as out of scale with the surrounding neighborhood;
- Speak up against the increased density of traffic which creates a danger to our children while walking/biking to and from school;
- Raise concerns regarding impact on local schools. What will happen to classroom sizes with the addition of nearly 400 new families?
- Oppose the increase in noise and light pollution resulting from the addition of nearly 400 apartments and commercial retail/restaurant.

What you can do to make your voice heard:

- Attend the public hearing on Tuesday, October 18 at 7:30pm at Northbrook Village Hall Board Room, 1225 Cedar Lane.
- Sign this petition
- Share this information with neighbors and Northbrook residents and encourage them to speak out
- E-mail our Village Trustees and Plan Commission Members:

Village President

Kathryn Ciesla
kathryn.ciesla@northbrook.il.us

Village Trustees

Robert P. Israel
risrael@northbrook.il.us

Daniel H. Pepoon
Dan.Pepoon@northbrook.il.us

Johannah K. Hebl
Johannah.Hebl@northbrook.il.us

Muriel J. Collison
Muriel.Collison@northbrook.il.us

Joy U.Ebhomielen
joy.ebhomielen@northbrook.il.us

Heather E. Ross
heather.ross@northbrook.il.us

Plan Commission Staff Liaison
Michaela Kohlstedt
michaela.kohlstedt@northbrook.il.us

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Support the Residents of Northbrook to Oppose Grainger Development Proposal

PRINT NAME	ADDRESS	SIGNATURE
Sally Lee-Zhao	1728 Elm NB	[illegible]
Rong Zhao	" "	[illegible]
Cindy Lee	2001 Woodlawn	[illegible]
Justin Lee	" "	[illegible]
David Yoo	3631 Pebble Beach Rd	[illegible]
Jenny Yoo	3631 Pebble Beach	[illegible]
Barney McKim	NB	[illegible]
Adrienne Jun	NB	[illegible]
Susan Chang	Northbrook	[illegible]
David Chang	Northbrook	[illegible]
Christine Ku	425 Laburnum NB	[illegible]
Kevin Kang	475 Laburnum NB	[illegible]
Elice Lee	NB	[illegible]
Hong Kim	NB	[illegible]
Cecila Lee	NB	[illegible]
Joe Lee	NB	[illegible]
Irene Oh	Northbrook	[illegible]
Scott Oh	Northbrook	[illegible]
Jihae Oh	Commons northbrook	[illegible]
Suzy Jo	Bordeaux NB	[illegible]
Grant Jo	NB	[illegible]
Chris Park	Sanders NB	[illegible]
Serar Park	Sanders NB	[illegible]
Adam Julin	757 Carlyle Ct	[illegible]
Julin	757 Carlyle Ct	[illegible]
Seth Yoon	3109 Plum Island	[illegible]
Jang Jan	3101 Plum Island	[illegible]

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Support the Residents of Northbrook to Oppose Grainger Development Proposal

PRINT NAME	ADDRESS	SIGNATURE
RITU SINGAL	2774 Canterbury Dr	
Ankur Singal	2774 Canterbury Dr.	
Larry Brisiki	2049 WOODLAWN RD	
Raj Singh	2236 Brentwood Rd	
Jennifer Klein	2244 Woodlawn Rd	
Carrie Malnor	2011 Big Oak Ln.	
Ellen Stern	2924 Woodmere Dr.	
Richard Stern	2924 Woodmere Dr.	
Mark Klein	2244 Woodlawn Rd	
Jim Tain	1675 Penfold Pl	
Tiffany Yu	1675 Penfold Pl	
Dan Mulloy	2200 FARNSWORTH	
Michael Zhuk	2015 Woodlawn	
ROBERT ALTIERI	2000 WOODLAWN	
Dora Wu	10 The Court of Charlwood	
Philip Wu	10 The Court of Charlwood	
LISA FISHBAIN	1831 Lakedale Rd Northbrook	
Joel Fishbain	1831 Lakedale Rd Northbrook	
Ilene Auerbach	2516 Greenview Road	
Mimi Mann	2136 Glendale Northbrook	
Weiger Zhang	2400 Astbury Rd. Northbrook	
Lydia Chen	1625 Sunnyside	
Joseph Chen	1625 Sunnyside	
Mikyung Choi	2272 Scott Rd	
John Choi	2272 Scott Rd	
VIDA WU	2027 Woodlawn Rd	

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Rileigh Armbruster

Support the Residents of Northbrook to Oppose Grainger Development Proposal

PRINT NAME	ADDRESS	SIGNATURE
Rebecca Armbruster	2128 Woodlawn	Rebecca Armbruster
Jonathan Fuerst	2510 Woodlawn	
Laura Fox	1129 Crestwood Dr	
Paul Park	2665 Pence St	
Matt Ryan	2432 the strand	
Jamie Riccardi	2135 Brentwood Rd	
Kelly Zima	2845 Canterbury Dr	
Zoe Novak	2340 Auburn Lane	
Praneta Desai	2747 Salceda Dr.	
Danielle Hoffman	4000 Sunset Ln	
Tony Nosovitsky	75 Ricardy Ln	
Jessica Aaron	2510 Woodlawn Rd.	
Ellen Stern	2924 Woodmere Dr.	
	2924 Woodmere Dr.	
Rileigh A	2128 Woodlawn	
Sheila Arad	2829 White Pine Dr.	
Traci Berger	2055 Techny Rd	
Alison Wenkert	1736 Penfold Place	
Keith Wrinkle	1106 Bell Rd	
Nikol Sotos	2520 The Strand	
Pamela Manicioto	2829 Manor Dr.	
Jason Berger	1000 Skokie Blvd	
Vito Manicioto	2829 Manor Dr	
Dan Merkin	1971 Summerton	
JAY KRISHNA	2007 BUTTERNUT LN	
John Sotos	2520 THE STRAND	
John Grubnick	2125 Butternut Ln	

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Support the Residents of Northbrook to Oppose Grainger Development Proposal

PRINT NAME	ADDRESS	SIGNATURE
Emily Swanson	2315 Woodlawn Rd.	
BRAD SWANSON	2315 WOODLAWN RD	
Joe IMPERATO	2330 WOODLAWN RD	
JEAN IMPERATO	2330 WOODLAWN RD	
GAIL RAGO	2332 WOODLAWN RD	
Len RAGO	2332 Woodlawn Road	
	2195 Woodlawn Road	
RICH BARRETT	2228 WOODLAWN RD	
Cyndi Barrett	2228 Woodlawn Rd	
Ram Ramakrishna	2002 farnsworth lane	
Vinita Venkatraman	2002 Farnsworth Lane	
Geoff Sabin	2015 Farnsworth Lane	
Karen Kestin	1643 Sunnyside Cir	
John Wickstrom	1715 PENFOLD PLACE	
Dan Raffe	1883 Glendale Ave	
DUSTIN TURKAL	1800 BIRCH RD	
Mara Rose	1921 Greenview	
ROBERT ROSE	1921 GREENVIEW	
ACHILLES PAPAIOANNOU	2307 FARNSWORTH	
	1545 CHURCH	
Angela Lee	3817 England	
Katie Voss	2491 Asbury Rd	
Lauren Lai	1306 High Point Lane	
Sungeun Bae	3509 Prestwick Ln	
Christina Margolis	2050 Greenview Rd	
Lisa De Gregorio	2470 Cobblewood Dr.	

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Support the Residents of Northbrook to Oppose Grainger Development Proposal

PRINT NAME	ADDRESS	SIGNATURE
Jennifer Wyton	2076 Woodlawn Rd	
Carter Goetz	1720 Fieldcrest Rd	
Sean Hopkins	2455 The Strand	
Anna Rubin	3100 Lexington Lane	
Amanda Sussman	2819 Floral Dr	
Noriko Tea	1912 Western Ave	
Vito Maniscalco	2829 Manor Dr	
David Weidhardt	1762 Birch Rd	
MIKE MATUSEVICH	1734 Ellendale DR	
Shana Yoon	3100 Lexington Ln	
John Valleau	2058 Woodlawn Rd	
Brian Gordon	2127 Woodlawn Rd	
Nikki Gordon	2127 Woodlawn Rd	
Anju Shivaram	2007 Butternut Rd.	
JAY KRISHNA	2007 Butternut Ln	
David Grabowski	2008 Butternut Ln	
Anna Grabowski	2008 Butternut Ln	
Ellen Loiacano	2045 Illinois Rd	
Adam Gallucci	2104 Glendale Rd.	
ANNE MCKINLEY	1715 PENFOLD PLACE	
Kerry Moore	2176 Brentwood Rd.	
Terry Fiedler	2096 WOODLAWN RD	
Salima DIN	2071 GLENDALE AVE	
HUSSEIN DIN	2071 GLENDALE AVE	
Elzbieta Widelka	2555 Canterbury Dr.	
Huan Wang	2112 woodlawn Rd	
Ning Dou	2112 woodlawn Rd.	

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Support the Residents of Northbrook to Oppose Grainger Development Proposal

PRINT NAME	ADDRESS	SIGNATURE
Fumi Horner	887 Bromley Place	
Paul Horner	887 Bromley Place	
Balanuske Lucia	~~887~~ 2100 Valencia Dr. 301B	
Rachel Goode	3068 Antelope Springs Rd	
Blaine Hanley	3800 Miller Dr.	
Nikki Kim	2615 Canterbury Dr.	
MARIA HECHTSCHILD	1370 BROOKSIDE LN	
Jessica Greiert	1749 Smyside Cir	
Connie Park	2665 Prince St.	
Chris Hechtschild	2142 Illinois Rd	
Chris Phenner	1001 Cedar Lane	
Adam Federman	900 Cedar Lane	
Annie Caruso	2546 Maple Ave	
Marion Miehl	2451 Partridge Ln	
Ann Fruland	2135 Illinois Rd	
Jenna Deninger	1708 Highland Ave	
Erica Payton	780 Skokie Blvd unit 702	
Shirley Payton	770 Skokie Blvd unit 702	
Serai Payton	770 Skokie Blvd unit 702	
Jasmine Teo	2230 Washington Dr.	

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PRINT NAME	ADDRESS	SIGNATURE
Shayna Barreca	1184 Greenbriar Lane	Shayna Barreca
Jacki Rush	2647 Maple Ave.	Jacki Rush
Jocelyn Garner	1436 Woodhill Dr	[illegible]
[illegible] Steven Rush	2647 Maple Ave	[illegible]
Debbie Metzl	4051 Picardy Dr.	[illegible]
Allison Golden	1251 Candlewood Hill Rd	[illegible]
Mark Metzl	4051 Picardy Dr.	[illegible]
Ellen Stern	2924 Woodmere Dr.	[illegible]
Ricky Stern	2924 Woodmere Dr.	[illegible]
Kandace Lawlor	2229 Illinois Rd.	[illegible]
Daniel Howell	2247 Illinois Rd	[illegible]
Vanessa Howell	2247 Illinois Rd	[illegible]
Tyler Opperman	2243 Illinois Rd	[illegible]
Emily Opperman	2243 Illinois Rd	[illegible]
Jenifer Resnick	2039 Farnsworth Lane	[illegible]
Halley Winer	2115 Farnsworth Lane	[illegible]
Joshua Winer	2115 Farnsworth Lane	[illegible]
Lynda Konlon	2280 Farnsworth Lane	[illegible]
Sarah Grubman	2125 Butternut Lane	[illegible]
[illegible]	2259 BRENTWOOD RD	[illegible]
Hee Jung Yum	2127 Farnsworth Lane	[illegible]
Michael Roh	2127 Farnsworth Ln	[illegible]
GEE EUN An	2150 Valencia	[illegible]
Jung Hyeon Park	2150 Valencia	[illegible]
Yeon Jun An	8232 Niles center Rd	[illegible]
Jihyun Song	1937 Kingsley Str	[illegible]
Joseph Song	"	Joseph.

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Support the Residents of Northbrook to Oppose Grainger Development Proposal

PRINT NAME	ADDRESS	SIGNATURE
Haemi Choi	1971 Glendale Ave	[illegible]
Jinwo Chang	1971 Glendale Ave	[illegible]
Bora Lim	1101 Brent. Rd	[illegible]
Sung Choi	1101 Brent. Rd	[illegible]
Hyo Jin Kim	1946 Beaumont PL	[illegible]
Sung Jun Sim	1946 Beaumont PL	[illegible]
Rhayoung Park	1860 Larkdale Rd	[illegible]
Sung yun Hong	1860 Larkdale Rd	[illegible]
Woojeon Kim	2300 Bellevue Pl	[illegible]
Tommy Kwak	2300 Bellevue Pl	Tommy Kwak

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Support the Residents of Northbrook to Oppose Grainger Development Proposal

PRINT NAME	ADDRESS	SIGNATURE
Hyun BRISKI	2049 Woodlawn	Hyun Briski
Jenny Chabraja	3909 Harvest Ln	Jenny Chabraja
Amanda Nerchardt	1762 Birch Rd	Amanda Nerchardt
Lina Nudera	2360 Greenview	
Stephanie Rosen	4305 Walters	
Ali Franklin	2206 Ash Ln	
Valerie Reich	1322 Edgewood Lane	

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Support the Residents of Northbrook to Oppose Grainger Development Proposal

PRINT NAME	ADDRESS	SIGNATURE
Carrie Glick	2304 Farnsworth Ln	
Debra Winer	1026 Voltz Rd	
Richard Winer	1026 VOLTZ RD	
Allison Weinberg	1907 Glendale Ave	
Tracy Coleman	3813 Lizette Lane	
Alison Vrakas	3532 Maple Leaf Dr.	

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Petition FOR NORTHBROOK

Support the Residents of Northbrook to Oppose Grainger Development Proposal

PRINT NAME	ADDRESS	SIGNATURE
Paige Lepp	2175 Woodlawn Rd	Paige Lepp
Arianna Brooks	1138 Williamsburg Drive	Arianna Brooks
Morgan Zivin	1435 Daniel Ct.	Morgan Z
Brendan Lee	1451 Sycamore, Northbrook	[illegible]
Ariel Amedee	1000 Skokie Blvd NB, IL	[illegible]
Kim Del Bene	21464 W. Sylvan Dr. Mundelein	Kimberly Del Bene
MARIO FICCO	7339 W LUNT AVE	[illegible]
Amy Goldstein	1118 Camille Ave Deerfield	[illegible]
Jordan Lepp	2175 Woodlawn Rd	[illegible]
Lyon Monika	703 Valley View Dr	[illegible]
Ziiuchral Munkhjaya	3852 S. Parkway dr	[illegible]
Lynn Moss	720 Prestwick Ln Wheeling	Lynn Moss
Bejan Corine	3896 W. Foster	[illegible]
Jenna Tepper	3473 Dauphine Ave	[illegible]
Ashley Rossman	4009 Rutgers Ln	[illegible]
Jaime Feeney	2247 Farnsworth LN	[illegible]

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Conor Doyle <cmd6543@gmail.com>
Sent: Tuesday, October 18, 2022 8:40 PM
To: Kohlstedt, Michaela
Subject: Grainger Development

Michaela, could you distribute this to the Village Trustees regarding this Tuesday's public hearing regarding the proposed Lennar multi family development

I urge the Village Board to reject the submitted plans for the former Grainger site, 1657 Shermer. The plans submitted by Lennar Multifamily represent a level of density that is an unequivocal negative for the quality of life of the residents of the Village of Northbrook. The density of 335 units is not compatible with that site. The density of 41 residential units per acre is well above much of the existing density that the majority of residents of Northbrook live at a density of 4 residential units per acre. The Lennar density is absolutely too high and should not even be considered.

This will have a huge impact on traffic in shermer. Adding both noise and pollution to our once pleasant neighborhood.

The building is also heigher than any existing structures in the area and will change the feel of the Village making it feel more urban and less charming and appealing. We are already viewed as a joke by the surrounding suburbs and this will only lower our status in comparison to them.

The increase in traffic noise and inaccessibility to the surrounding properties due to congestion, and no improvement to public ammenties will also tank property values in the surrounding homes.

The majority of Northbrook residents that I have talked to feel this project is ill suited to the site, to the Village in general and to traffic in an already quite congested area throughout much of the day. The Village Board's hopes that this multi family will attract more development are not consistent with Lennar's goals, Lennar is not adding any enhancements to downtown Northbrook as mentioned in the press release by the Northbrook Chamber of Commerce and Industry press release of May 25, 2022.

Please represent the wishes of myself and other Village of Northbrook residents and reject this development. In my opinion, the best use for the site would be to extend the Anetsberger Trail Thru Time and parkland to both sides of the Metra tracks as a number of other successful villages have extended parks on both sides of railroad lines and tied them together with bridges or a pathway under the tracks.

I urge you to vote against this development in total, and certainly not grant any zoning variances.

Conor Doyle

1829 Maple Ave, Northbrook, IL 60062

A resident of the Village living less than 200 yards from the former Grainger property.

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Gail R <gailrago3@gmail.com>
Sent: Thursday, October 20, 2022 11:59 AM
To: Kohlstedt, Michaela
Cc: Ciesla, Kathryn
Subject: Planned Development 1657 Shermer Road

MIchaela,

Please pass along my email to all of the members of the Plan Commission.

Dear Plan Commissioners,

My name is Gail Rago and I live at 2332 Woodlawn Road in Northbrook. I first found out about the Quarterra project on October 17. My husband and I attended the October 18, 2022 Plan Commission meeting. We found this meeting to be very upsetting. We have lived in Northbrook for 34 years, raised our children here and love our community and our neighborhood. Sixteen years ago we moved only 3 blocks because we wanted a different house but most importantly we wanted to stay in our quiet, friendly neighborhood in District 30.

The planned development by Quarterra is not appropriate for the former Grainger property. Besides being too large, too tall and too dense , **it is not in the best interests of the community**. The busy traffic on Shermer Road has increased in the last 3 years and will only dramatically increase with this development. Those of us who live on Woodlawn Road currently experience daily issues making right or left turns at any time of the day. The schools are currently struggling with the lack of resources to meet the needs of students, especially the influx of immigrants. Quarterra has failed to perform an in-depth accurate study of the impact on the neighborhood, home values, the community, the schools and the traffic.

The former Grainger property is owned by the Village but we as the homeowners of Northbrook are the real owners of this property. Our tax dollars were used for the purchase. The members of the Northbrook community, especially those who live very close to this property, should be consulted prior to any plans for development of this property. As you know, Quarterra has not contacted any homeowners or residents in this area about their plans for the property. In only 4 days, over 500 signatures were obtained on a petition to stop this project.

Quarterra has already requested numerous variations, waivers and exceptions to the Village codes to develop the property. Variances to increase density and reduce the number of parking spaces will inevitably force the residents of the new development to park their cars along Woodlawn Road, Illinois Road and Farnsworth Lane further congesting traffic in our neighborhood. All of these variances and exceptions favor only the developer and are at the expense of the existing residents West of the development (our neighborhood) with no benefit to us. We as homeowners have to strictly follow the codes and all developers should do the same. Typically developers will continue to request additional variations and exceptions as the project progresses so do not think that this will be all they will seek.

I urge you to stop this project and concentrate on developing the former Grainger property as additional open space for the community or a very much smaller project that is in the best interest of our community. Please focus your efforts on revitalizing Northbrook court and the real Northbrook downtown.

If this project goes forward, we request that access to the former Grainger property from Woodlawn Road be denied and that a cul de sac or dead end be instituted at the East end of our street at Shermer Road and that only homeowner parking be allowed along our streets. Also note that if the Quarterra project moves forward we will seriously consider selling our much loved home and leaving Northbrook. It will break our hearts to leave but if this project goes forward, we will feel that Northbrook has failed us and truly does not care about the environment or its residents.

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Thank you for your time. Please do not hesitate to contact me at any time if you would like my involvement or have any questions.

Sincerely,

Gail Rago

gailrago3@gmail.com

847-507-5685

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Friday, October 21, 2022 9:20 AM
To: Managers Office Public Comments; Kohlstedt, Michaela; Ford, Debbie
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

The Village Board likes hearing from you and encourages you to provide our board, committees, and commissions with your thoughts and ideas. We make better decisions when you get involved.

Because we know you can't always get to a meeting, we've created a way for you to share your comments with us via this web form. Comments will be automatically submitted to the appropriate staff liaison and subsequently forwarded to all members of your selected board, committee, or commission if applicable.

Written comments will not be read aloud during a public meeting unless requested by the commenter. If you want to make a 'live' comment, you can do so by attending a meeting and asking to be heard during public comment time.

Thank you for providing your valuable feedback.

(Section Break)

Select the Board or Commission you wish to address:	Plan Commission, Village Board of Trustees
Would you like your comment to be read aloud at the applicable meeting?	Yes
Name	Peter Walther
Email Address	walther2236@gmail.com
Address	2236 Maple Ave
City	Northbrook
State	IL

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	I am writing to issue my strong concern of the recent discussions regarding the development of the Grainger property on Shermer. In a nutshell, the plans submitted by the proposed buyer are beyond excessive and should be rejected. The village created rules and variances to be followed, not eliminated in an effort to increase the tax base. The number of units will more than overwhelm our downtown, schools and traffic. One does not need to be an expert in planning or traffic to know this will occur. Northbrook is a village, and it does not need to be turned into a city. Northbrook has new units going up on Techny, Shermer (near Waukegan) and most likely the Greenacres land. This is not to mention what will be placed on the old Maurice land. As such, if the village allows over 500 units to be placed on the Grainger facility, our downtown, will be swamped. The downtown cannot expand to accommodate more people due to space limitations. Thereafter, the schools, which are already overcrowded, will be put in a worse position, thus negatively impacting our kids education and a primary reason for most people to live in Northbrook. I presume that if Northbrook people were asked, most of them moved here for the village atmosphere and the strong education/schools. Adding 500 units will negatively impact our town. While I believe the village made the mistake by buying the Grainger facility in the first place, do not make a second mistake and allow this plan to go through.

Email not displaying correctly? View it in your browser.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Angela Dzakovich <angelad1@mac.com>
Sent: Sunday, October 23, 2022 6:02 PM
To: Kohlstedt, Michaela
Subject: Planned Development 1657 Shermer

Dear Michaela,

We just returned from a vacation to learn about the planned development for what is now the Grainger property. We are appalled that such a large development is planned for our community. In our opinion, what is planned will negatively affect our neighborhood and the schools in our area. We already have speeding traffic on Woodlawn Road, a street where many children ride bikes and scooters. The intersection of Woodlawn and Penfold was deemed so dangerous that a stop sign was installed to slow the traffic and prevent accidents.

It would be wonderful if the board would revitalize Northbrook Court as well as downtown Northbrook for the use of the current residents.

We have lived in Northbrook since 1982 and have seen many changes over the years. This development is not beneficial to our community and we strongly oppose it. Please share this email with other board members.

Thank you,
Angela and John Dzakovich
2336 Woodlawn Road

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Jenny Washburn <jwashbu2@gmail.com>
Sent: Wednesday, October 26, 2022 12:37 PM
To: Kohlstedt, Michaela
Subject: Public Comment for Opposition to the Proposed Project at 1657 Shermer Rd

Hi Michaela, Please submit these comments for public record as opposition to the proposed project at 1657 Shermer Rd and please read these comments in the meeting on November 1st. Can you also confirm receipt of this email? Thanks! Tom and Dee Washburn **For Public Comment**

Dear Commissioners and Board Members,

I am writing in opposition to the proposed development at 1657 Shermer Road by Lennar Multifamily Communities, LLC.

For the record, I will be referencing the current Northbrook Zoning Code that was adopted November 22, 1988, with the understanding that a lawyer compensated with taxpayer dollars is currently updating the Zoning Code at the same time as the consideration of this proposed project.

I want to first note that, as it stands, this project would be considered non-compliant according to Northbrook's current Zoning Code. This project's proposed height is 70', which is 25 feet higher than the current zoning allowance of 45'. It should go without saying that this project is wholly out of scale with the surrounding homes and buildings in the area.

As you know, according to the Village of Northbrook's Zoning Code, the purpose of these codes are set with the following **commitments**:

- Establish a rational pattern of land uses and encourage the most appropriate use of individual
- parcels and land throughout the Village
- Protect the character of the existing residential, commercial, office and manufacturing areas in
- the Village from the encroachment of incompatible uses
- Encourage compatibility among different land uses
- Secure adequate natural light, clean air, privacy, a safe environment and convenience of access
- to property
- Promote and protect the public health, safety, morals and general welfare of the Village

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

- Facilitate the most efficient use of existing and planned public facilities and utilities
- Protect existing public facilities and utilities from being overloaded due to excess development
- Protect and respect the justifiable reliance of existing residents, business people and taxpayers
- on the continuation of existing, established land use patterns
- Protect and enhance the taxable value of land and buildings

Lennar Multifamily Communities, LLC has proposed a development that ignores all of the aforementioned codes in blatant disregard of the Village of Northbrook, its residents, and its local businesses, who will be negatively impacted by this proposal.

The proposed 5-story building supersedes the height-limit set forth in our zoning code by 25 feet, it promotes congestion on Shermer Road and may direct non-residential traffic through residential streets causing degradation (a violation of Code 1-102 B. Public Infrastructure. 5) and further puts pedestrians and cyclists in danger of traffic and wind tunnels.

Additionally, this project proposes 335 rental units, when Northbrook, at the time of this letter, has 408 available properties for rent. The argument that we need more housing falls short with a simple search of the MLS database.

Consider, too, the strain on Northbrook's current resources. Our Fire and Police Departments would be taking on an additional 335 homes and would need to have the bandwidth to support this. Our school systems are currently overwhelmed with so many students that some classes are being conducted in the hallway and we are insinuating, with the consideration of this project, that we want to add additional strain on our teachers.

The students at Districts 27, 28, and 225 have outstanding test scores due to the benefit of smaller class sizes and this project would adversely affect the more attentive teaching that so many students who attend the schools due to property tax dollars enjoy.

As mentioned above in the purpose of the Village's code, one of the commitments is to 'secure adequate natural light, clean air, privacy, a safe environment and convenience of access to property'. This project adds 335 rental properties with balconies, retail space, and restaurants. Not only does the height block natural light to the adjacent properties and properties on the west side of the street, it also promotes noise and light congestion, affecting the residents of those properties.

Finally, please note that this project comes **without any public benefit**.

The consideration of a proposal from Lennar Multifamily Communities calls into question the values of the Village of Northbrook.

By passing this proposal, it makes evident the fact that Northbrook Boards, Chambers, and Commissions feel that it is a viable and defensible act to work with a company who has been sued no less than **9 times** in the

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

last 5 years by residents of its other communities for allegations such as mold, water damage, structural issues, and faulty construction - to name a few.

As a reminder to the members of the Board, we elected you to represent us, the residents of Northbrook. We did not elect you to line the pockets of Lennar Multifamily Communities.

Consider the implications of this project in perpetuity and not in dollars and cents. Do not demean who we are, and do not put the welfare of Northbrook's residents in danger, by approving this project.

Sincerely,

Tom and Dee Washburn
2501 Crabtree Lane

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Len Rago <lrago@carollo.com>
Sent: Wednesday, October 26, 2022 5:50 PM
To: Kohlstedt, Michaela
Subject: FW: Planned Development 1657 Shermer Road

Michaela,

This e-mail is related to the meeting held last Tuesday. October 18th for the Planned development 1657 Shermer Road. Please share this with all members of the Planning Commission and the Village Board Members that provided conditional approval of the preliminary plan for this property.

My name is Leonard M. Rago, and I am a resident of Northbrook residing at 2332 Woodlawn Road, approximately 2 blocks west of the referenced project. My wife and I have been residents of Northbrook for 34 years and I have been a member of the Stormwater Management Commission for over 15 years. Our two children were born here and went to school at Wescott, Maple, and GBN. We have been very happy with our decision to put down roots in Northbrook.

We became aware of the proposed project just days before the hearing, and decided to attend the meeting. We knew of the Village's venture to buy the property several years ago, and its potential as a place to relocate the train station, and possibly even as a stormwater detention basin to reduce flooding in our part of Northbrook. We were surprised when we saw the proposed use of the land was for high density apartments, with a double handful of variance requests which would further impact our neighborhood.

While we are not opposed to condo and apartment development in Northbrook, in general, it seems that we have had our share of this type of development in the last few years. The condo's on Shermer East of the train tracks are quite dense with little or no greenspace and almost zero setbacks. This development is still ongoing. Another condo development on Techny east of Shermer is very dense and is ongoing further concentrating population in our neighborhood. These followed the development of relatively high density housing area at Brentwood east of Shermer a number of years ago.

I feel we have absorbed enough high density housing in our neighborhood and it is time to look elsewhere in Northbrook for other possible locations for such development. It seems work has just been finished on expanding our schools (Wescott and Maple) and our school system is stressed with COVID Issues as well as pressure to accept refugees with little or no additional resources. I think it is time to let the dust settle and see how we cope with today's challenges without adding further pressure to our infrastructure.

I know the developer says that there have been traffic studies and assessment of the impacts on our schools, and magically, they see no impact! They implied that the additional 440 apartments will only result in approximately 40 new students in our schools. Forgive me if I am skeptical of such numbers!

Every variance requested is intended to put more profit in the developer's pocket and further burden and pressure on our neighborhood:

- Request for smaller square footage for apartments (More apartments in smaller space)
- Request for fewer parking spaces per apartment (more apartments in smaller space, overflow cars parking on our neighborhood streets, clogging street traffic.)
- Reduced setbacks on all sides of the development (More apartments in smaller space)
- No green space except for detention basins., less screening of a new 4 story apartment building from our neighbors homes on Shermer.

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

- Expect increased traffic running east and west along Woodlawn and Illinois Street as apartment residents look for a "faster" way thru town, along streets filled with young children.

Every variance and accommodation is in favor of the developer (Larger profits that leave the village) and is detrimental to the current residents of the surrounding area.

So, what are the benefits of this development to the residents of the surrounding area? Some tax dollars that will be diluted throughout the Northbrook? Any Others??? I cannot think of any.
Please think of ways this significant land parcel could benefit our neighborhood. Perhaps a new ball field to replace the one lost at Wescott Park when the stormwater basin was installed below the fields. Maybe overflow parking for the commuter lot (If and when things get back to normal(?).A parcel of land of this size and location comes along only a few times in our lives here, and we need to make the most of it. Please give all this due consideration in making your decisions. There will be many neighbors very interested and impacted by your decisions.

Thank you for reading this and giving it your complete consideration.

Thank you,

Leonard M. Rago
2332 Woodlawn Road
Northbrook, Illinois

Leonard M. Rago, PE
Senior Client Service Manager | Vice President
8600 W Bryn Mawr Avenue, Suite 900N | Chicago, Illinois 60631
M 224.500.0911 P 773.632.1141
carollo.com

From: Gail R [mailto:gailrago3@gmail.com]
Sent: Thursday, October 20, 2022 11:59 AM
***To*:** michaela.kohlstedt@northbrook.il.us
Cc: kathryn.ciesla@northbrook.il.us
Subject: Planned Development 1657 Shermer Road

CAUTION: This email originated from outside Carollo Engineers. Do not open attachments or click links unless you recognize the sender.

MIchaela,

Please pass along my email to all of the members of the Plan Commission.

Dear Plan Commissioners,

My name is Gail Rago and I live at 2332 Woodlawn Road in Northbrook. I first found out about the Quarterra project on October 17. My husband and I attended the October 18, 2022 Plan Commission meeting. We found this meeting to be very upsetting. We have lived in Northbrook for 34 years, raised our children here and love our community and our neighborhood. Sixteen years ago we moved only 3 blocks because we wanted a different house but most importantly we wanted to stay in our quiet, friendly neighborhood in District 30.

The planned development by Quarterra is not appropriate for the former Grainger property. Besides being too large, too tall and too dense , **it is not in the best interests of the community**. The busy traffic on Shermer Road has increased in the last 3 years and will only dramatically increase with this development. Those of us who live on Woodlawn Road

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

currently experience daily issues making right or left turns at any time of the day. The schools are currently struggling with the lack of resources to meet the needs of students, especially the influx of immigrants. Quarterra has failed to perform an in-depth accurate study of the impact on the neighborhood, home values, the community, the schools and the traffic.

The former Grainger property is owned by the Village but we as the homeowners of Northbrook are the real owners of this property. Our tax dollars were used for the purchase. The members of the Northbrook community, especially those who live very close to this property, should be consulted prior to any plans for development of this property. As you know, Quarterra has not contacted any homeowners or residents in this area about their plans for the property. In only 4 days, over 500 signatures were obtained on a petition to stop this project.

Quarterra has already requested numerous variations, waivers and exceptions to the Village codes to develop the property. Variances to increase density and reduce the number of parking spaces will inevitably force the residents of the new development to park their cars along Woodlawn Road, Illinois Road and Farnsworth Lane further congesting traffic in our neighborhood. All of these variances and exceptions favor only the developer and are at the expense of the existing residents West of the development (our neighborhood) with no benefit to us. We as homeowners have to strictly follow the codes and all developers should do the same. Typically developers will continue to request additional variations and exceptions as the project progresses so do not think that this will be all they will seek.

I urge you to stop this project and concentrate on developing the former Grainger property as additional open space for the community or a very much smaller project that is in the best interest of our community. Please focus your efforts on revitalizing Northbrook court and the real Northbrook downtown.

If this project goes forward, we request that access to the former Grainger property from Woodlawn Road be denied and that a cul de sac or dead end be instituted at the East end of our street at Shermer Road and that only homeowner parking be allowed along our streets. Also note that if the Quarterra project moves forward we will seriously consider selling our much loved home and leaving Northbrook. It will break our hearts to leave but if this project goes forward, we will feel that Northbrook has failed us and truly does not care about the environment or its residents.

Thank you for your time. Please do not hesitate to contact me at any time if you would like my involvement or have any questions.

Sincerely,

Gail Rago

gailrago3@gmail.com

847-507-5685

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Adam Feeney <adam.feeney@mac.com>
Sent: Thursday, October 27, 2022 10:47 AM
To: Kohlstedt, Michaela
Subject: Grainger Building Development Proposal Questions

Hi Michala,

My name is Adam Feeney, and my family are new Northbrook residents, within a 2 minute walk from the subject-mentioned site.

I received a note from a neighbor today about this planned development that raised questions that I was hoping you could help resolve.

1- What is the rubric used to guide whether or not a concession is granted to the developer?
— I'm seeing discussions of zoning concessions to allow building nearly double the maximum allowable height.
— I'm seeing discussions of concessions reducing parking requirements, which obviously will impact local residential street parking

2. What specific considerations are being made to the knock-on impact on D30 schools?
— I'm seeing that prior builds (Sterling Place) estimates for school age children are being exceeded, despite the site not being fully built out yet.
— Adding 335 units would obviously impact class sizes, and not necessarily in a way that can be directly planned. (ie: there's no way to know whether there would be 60 families all with 8 year old kids, which would necessitate an enormous change to second grade classrooms/teachers, etc.)

I want to be transparent that I grew up as a city kid, I'm all for thoughtful planning on how to improve access to housing, and that housing density is important to solving that problem.

I just have concerns that the combined impact of all of these prospective concessions might not be being thought out with the outsized impact they can/would have on the surrounding community.

Thanks in advance for your thoughtful response, Adam Feeney
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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Nilay Parikh <nilay.parikh13@gmail.com>
Sent: Friday, October 28, 2022 1:23 PM
To: Kohlstedt, Michaela
Subject: Support for the development at former Grainger site in Northbrook

Hello,

I am a resident of Northbrook and live in the Shermer Townhomes. I fully support the redevelopment of the former Grainer Site proposed. Northbrook severely lacks in dining and entertainment options and most of the time we take trips to Glenview and other suburbs (if we want to find good places to take people to).

I see a petition going around with a typical NIMBY attitude, with people who dont like change and have been living here forever. We moved to Northbrook fairly recently, about 2 years ago from Chicago and we are a young family. Many young adults (in their 30s) finding their first homes and moving to suburbs, including our friends dont consider Northbrook as an option since there is less to do and is more for retired folks. If you wish to change that perception - a development like the one proposed is very important.

Thank you,
Nilay Parikh

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Friday, October 28, 2022 3:00 PM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

The Village Board likes hearing from you and encourages you to provide our board, committees, and commissions with your thoughts and ideas. We make better decisions when you get involved.

Because we know you can't always get to a meeting, we've created a way for you to share your comments with us via this web form. Comments will be automatically submitted to the appropriate staff liaison and subsequently forwarded to all members of your selected board, committee, or commission if applicable.

Written comments will not be read aloud during a public meeting unless requested by the commenter. If you want to make a 'live' comment, you can do so by attending a meeting and asking to be heard during public comment time.

Thank you for providing your valuable feedback.

(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Jessica Lensch-Falk
Email Address	j.lenschfalk@gmail.com
Address	1239 Western Ave
City	Northbrook
State	IL

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	Dear Plan Commission, I am reaching out about the development plans for the former Grainger site. I like the idea of what is trying to be done here, but think that the current proposal is too dense and too big for the property. The developers are asking for a large amount of variances from the zoning regulations which will negatively impact the neighborhood, the feel of downtown Northbrook, the schools, and traffic. I think that a revised proposal with a reduced density to meet current zoning regulations, restaurants, appropriate amounts of parking, and that keeps affordable and supportive housing as a part of the plan, perhaps in a more inclusive manner would be a positive addition to Northbrook. The plan as it is leaves a lot to be desired. Thank you for hearing my concerns, Jessica Lensch-Falk

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Melissa D <mdevries999@gmail.com>
Sent: Friday, October 28, 2022 3:58 PM
To: Kohlstedt, Michaela
Subject: Grainger Developement

Dear Plan Commission,

My husband and I live at 2092 Farnsworth lane and have been here for 25 years. We have reviewed the proposal for the Grainger property and frankly are stunned. We have serious concerns about the traffic on Shermer. At times of the day when there are trains or GBN is starting or ending, it is extremely difficult to pull onto Shermer. You would add roughly 600 cars plus the cars in the retail development to the mix. There is also the impact on district 30 schools which just finished remodeling and now have an influx of students from Sterling Place. Why is the developer being permitted to build 25 feet above the zoning rules? Obviously so you can get more money from the developer.

We absolutely oppose this development. This is of no benefit to the residents of Northbrook. Please do not approve this plan.

Respectfully,
Melissa and Robert DeVries

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Attila Domokos <adomokos@gmail.com>
Sent: Friday, October 28, 2022 9:43 PM
To: Kohlstedt, Michaela
Subject: Opposing the Rezoning and Redevelopment of Grainger Site

To the members of the Plan Commission and Board of Trustees,

My name is Attila Domokos. I moved to Northbrook ~10 years ago, as I fell in love with its size, people, downtown, and charm.

There are new developments already underway that will impact the Village right by the train tracks on Techny Road, and close to downtown. I can't imagine how an enormous building complex with 350 units will impact our schools, roads, and village services.

I ask you to reconsider this property development and listen to the citizens petitioning against it.

Regards,
Attila Domokos

PS.: I'll be at the Plan Commission meeting on Tuesday, 11/01/2022 to further state my disapproval of this plan.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Scott Fairbanks <1961dsf@gmail.com>
Sent: Saturday, October 29, 2022 10:46 AM
To: Kohlstedt, Michaela
Cc: Scott Fairbanks
Subject: Grainger Building Development Proposal

Michaela,

I am deeply concerned about the developers plan with the 10 acre parcel formerly owned by Grainger corporation.

I object to the number of apartments. I object to the concessions in consideration for reduced parking spots.

If this project is allowed it will create lengthy & dangerous congestion at the train crossing, increased illegal parking on our side streets and dangerous conditions with pedestrian traffic.

I stand with many other Northbrook residents who do not want this project to continue with the developers proposed plan.

Please reject the developers proposal for a reduced density of apartments and uphold the requirement of parking spots per apartment.

Respectfully,
Scott Fairbanks
2116 Farnsworth Lane

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 9:36 AM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

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Thank you for providing your valuable feedback.

(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Melissa Cameron
Email Address	Missa99@gmail.com
Address	1441 Voltz Rd
City	Northbrook
State	Il

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	The density of the planned redevelopment of the Grainger property is too dense and will adversely impact school districts 28 and 30. Please reject the current plan and consider a less dense version.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 9:40 AM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Erica Marks
Email Address	Ericaleemarks@gmail.com
Address	2306 oak ave
City	Northbrook
State	Il

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	Dear planning commission, I respectfully would like to express that building a sense mid-rise housing development at the Grainger site is a bad decision for northbrook and surrounding homes. I fully agree that northbrook needs affordable/supportive housing, but do not believe that adding a five story, massive building directly on shermer is the way to accomplish this task. Downtown northbrook will be forever changed if you approve this building simply because of its size and scale. I am not against developing the Grainger site and would be in favor of a smaller building on the same site that matches the surrounding buildings in density and size. I also am Not in favor of having the smaller affordable housing building as I believe that anyone, especially children, will carry stigma from being in the “low income building”. How are children supposed to have their friends visit them in this building without being bullied for where they live. And you may think that this won’t happen, but I assure you, it will. Please think long and hard about whether the size and scale is right for this area. My vote is no.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 10:34 AM
To: Managers Office Public Comments; Farrell, Madeline; Hamill, Kelly; Ford, Debbie; Yu, Chan; Kohlstedt, Michaela; Ford, Debbie; Pandey, Swati; Cerk, Kylie; Farrell, Madeline; Yu, Chan; Friedman, Corey; Baxa, Jim; Kohlstedt, Michaela; Bozic, Anita; Farmer, Matt; Murray, Tessa; Maisch, Jennifer
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Ad Hoc Downtown Committee, Ad Hoc Labor Relations Committee, Administration & Finance Committee, Architectural Control Commission, Arts Commission, Board of Fire and Police Commission, Community Commission, Communications & Outreach Committee, Community & Sustainability Committee, Economic Strategy Commission, Electrical Commission, Pedestrian and Bicycle Commission, Plan Commission, Planning & Economic Development Committee, Public Safety Committee, Public Works & Facilities Committee, Senior Services Commission, Special Needs Inclusion Commission, Stormwater Management Commission, Sustainability Commission, Village Board of Trustees, Zoning Board of Appeals

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Would you like your comment to be read aloud at the applicable meeting?	No
Name	Andrea Pufpaf
Email Address	apufpaf@gmsil.com
Address	950 Huckleberry Lane
City	Northbrook
State	IL
Zip Code	60062
Comment:	NO to current huge Grainger development. Apologies, not sure exactly which departments needed to be checked so I selected all of them.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 11:42 AM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

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Thank you for providing your valuable feedback.

(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Patricia Metropoulos
Email Address	pmetropoulos@hotmail.com
Address	2347 Farnsworth Lane
City	Northbrook
State	IL

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	My family is a 50+ year resident of Northbrook, specially D30. I chose to stay to in Northbrook to raise my kids. This new development on the old Grainger property on Shermer Rd. is just going to be harmful to our D30 district. The Commission is going to vote about the proposed 380+ apartment complex going in at Grainger. 48 of these units will be in the Greenbriar district and 335 are zoned D30, Westcott. The Planning Commission and the Village Board have said the development fits within their plans for Climate action and Affordable housing. IF ONLY OUR KIDS HAD A COMMISSION, MAYBE THEIR VOICES WOULD BE HEARD AND THEY WOULD SAY: STOP OVERCROWDING OUR SCHOOLS. This development needs relief or exemptions to more than 12 current zoning laws to fit into the spot on Shermer road and will overload our schools. It will be nearly the densest development in Northbrook and nearly twice as dense as Shermer Place next door. The Planning Commission exists to protect our Village from Developers that don't have our best interest in mind. The Village Board is elected not to remake our Village, but to make it better. There are hundreds of families standing up and saying this development needs to be less dense and smaller. The Commission needs to consider the size of this development and how it will impact our schools. Wescott already added on to accommodate a growing population, but the class size is already being stretched. Adding over 300 housing units to the district will increase class size and cause stress to the teachers. Has an evaluation been done with the schools that will be impacted by this new development? Nothing should be approved until this is done so we all understand that will happen to the school capacity over the next. DON'T OVERCROWD OUR SCHOOLS.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Managers Office Public Comments
Sent: Monday, October 31, 2022 12:15 PM
To: Trustees
Cc: Kohlstedt, Michaela; Pavlicek, Cara; Ford, Debbie
Subject: FW: Online Form Submittal: Public Comment Form

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Monday, October 31, 2022 10:11 AM
To: Managers Office Public Comments <publiccomments@northbrook.il.us>; Ford, Debbie <Debbie.Ford@northbrook.il.us>
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

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Thank you for providing your valuable feedback.

(Section Break)

Select the Board or Commission you wish to address:	Planning & Economic Development Committee
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Natalie Sexton

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Email Address	nataliesexton10@gmail.com
Address	435 Lee Road
City	Northbrook
State	IL
Zip Code	60062
Comment:	Please consider the overcrowding of our schools when considering large apartment complexes that will overcrowd our schools

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 12:24 PM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

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Thank you for providing your valuable feedback.

(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Carolann Cohen
Email Address	Carolann1013@icloud.com
Address	834 Western
City	Northbrook
State	Il

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	No to the Grainger proposal. This is wrong for so many reasons. We need the right development and this proposal is not it. Strong NO.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 12:29 PM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Laura Greenspan
Email Address	laurabgreenspan@gmail.com
Address	1931 Butternut Lane
City	Northbrook
State	Illinois

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	I am writing as a Northbrook and District 30 resident who is extremely concerned about the proposed residential development on the Grainger property. Wescott School is already at maximum capacity; we had to build an addition last year just to meet our current capacity needs. Unless the Village or developer has, and plans to use, funds to completely redo Wescott School, we simply do not have the ability to take on potentially 100+ new students from this proposed development. If it is to move forward, it needs to be at a significantly smaller scale. Please do not compromise my children's education by approving this proposal. Thank you.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 12:32 PM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	Yes
Name	McKenzie Gratz
Email Address	McKenzie.gratz1@gmail.com
Address	1720 Fieldwood Dr
City	Northbrook
State	IL

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	The reason we moved to Northbrook was for small class sizes and phenomenal schools. Building a dense apartment complex will flood our school district (District 30) and send teachers running. Do the people on the board have the best interests of the children in our community in mind? If they vote to approve this plan, they are sending a resounding message to the community: the children and schools are not even a consideration when it comes to property development.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 12:45 PM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Kirsten
Email Address	Keriellen2@aol.com
Address	2334 maple Ave
City	Northbrook
State	Il

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	Stop the school overcrowding with the potential Grainger plan. We didn't agree to this when we bought our house 11 years ago for our kids to specifically attend Greenbriar/NBJH. Way of life will change for so many families who came to this district. 720 units. 720 units. That's how many units of high density housing have been built inside Meadowbrook's borders in the last 3 or so years. Almost 70 townhomes and over 650 apartments. What could go wrong? Meadowbrook is full. Who could have seen that coming? Well, we all did. The PTO President stood up at December 2018 Board of Education meeting and said, you need to do something about Meadowbrook's potential overcrowding. So here we are, 4 years later, nothing done, with the kids eating lunch in their rooms and doubling up classes in the gyms for phys ed. Which of our schools will be up next? Greenbriar? Westcott? The Commission is going to vote about the proposed 380+ apartment complex going in at Grainger. 48 of these units will be in the Greenbriar district and 335 are zoned D30, Westcott. The Planning Commission and the Village Board have said the development fits within their plans for Climate action and Affordable housing. IF ONLY OUR KIDS HAD A COMMISSION, MAYBE THEIR VOICES WOULD BE HEARD AND THEY WOULD SAY: STOP OVERCROWDING OUR SCHOOLS This development needs relief or exemptions to more than 12 current zoning laws to fit into the spot on Shermer road and will overload our schools. It will be nearly the most dense development in NB and nearly twice as dense as Shermer Place next door. The Planning Commission exists to protect our Village from Developers that don't have our best interest in mind. There are hundreds of families standing up and saying this development needs to be less dense and smaller. The right development in the right place, but not the right size.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 12:49 PM
To: Managers Office Public Comments; Farrell, Madeline; Ford, Debbie; Kohlstedt, Michaela; Maisch, Jennifer
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Community Commission, Communications & Outreach Committee, Community & Sustainability Committee, Plan Commission, Zoning Board of Appeals
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Tzvetelina Popova
Email Address	Tzveti31@gmail.com
Address	1746 Chapel cr
City	Northbrook

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

State	Il
Zip Code	60062
Comment:	To whom it may concern Please look closely at the developments that being approved. We trust that the village of Northbrook will look at its citizens first before approving the new Graingef development. It is not Inthe best interest of the residents or it's children. The Shermer and church development was voted with only having money in mind. But not the residents. Don't make the same mistake again. It is not fair to the long tax payers that have stood around and seen changes take into affect only for the good of the developer, but not at for its residents. Please pay attention to the family's and the impact this will have on all of us. Thank you,

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 12:50 PM
To: Managers Office Public Comments; Farrell, Madeline; Ford, Debbie; Kohlstedt, Michaela; Maisch, Jennifer
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Community Commission, Community & Sustainability Committee, Plan Commission, Planning & Economic Development Committee, Village Board of Trustees, Zoning Board of Appeals
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Carol Donahue
Email Address	carolmatz@gmail.com
Address	2249 Maple Ave
City	Northbrook

State	IL
Zip Code	60062
Comment:	I would like to express my concern and opposition to the proposed 700+ unit development at the old Grainger location. That is a density that is far too much in the area footprint and will negatively impact our schools, community, and existing infrastructure. The construction and subsequent increase in traffic will overburden the already extremely busy Shermer Road and spill into the surrounding neighborhoods. As someone who has complained about the amount of traffic and obscene rate of travel down my own street, I am highly concerned what a 700+ unit development and the additional cars/traffic will do to my street. Not to mention the burden the addition will place on our schools, park district and community assets. I urge the committees to reconsider and plan a development that is the right size for the location. Pare down the number of proposed units to a more appropriate density. Keep the integrity, culture and essence of the community in mind when making your decisions that will affect thousands of familes.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 1:04 PM
To: Managers Office Public Comments; Kohlstedt, Michaela; Ford, Debbie
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Plan Commission, Village Board of Trustees
Would you like your comment to be read aloud at the applicable meeting?	Yes
Name	Michelle Leer
Email Address	Adamsmm28@yahoo.com
Address	920 bittersweet drive
City	Northbrook
State	Il

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	As a Northbrook resident for 30years, I vote to not move forward with the apartment and townhome plans at the old Grainger site. This will cause over crowding in our schools and tremendous traffic downtown.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 1:05 PM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

The Village Board likes hearing from you and encourages you to provide our board, committees, and commissions with your thoughts and ideas. We make better decisions when you get involved.

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Thank you for providing your valuable feedback.

(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Marci Adams
Email Address	marcigadams@gmail.com
Address	2637 Cherry Lane
City	Northbrook
State	IL

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	The proposed development at the former Grainger site is exceedingly dense and will adversely impact multiple schools in the respective districts

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 1:39 PM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Laurel Wiessman
Email Address	Weissman.laurel@gmail.com
Address	2619 Farnsworth Lane
City	Northbrook
State	IL

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	Please do not pass the proposed Grainger project as is. The roads cannot handle this impact, the conditions and traffic will be too much for neighboring residents and businesses. The school cannot open doors to this many children without having a negative impact on the education for the entire student body. Please re-evaluate the size and density of this project, do not vote yes as it currently stands. Thank you! Concerned resident down Farnsworth and future District 30 parent.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 2:03 PM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Ashly
Email Address	ashly_j@yahoo.com
Address	2567 Walters Ave
City	Northbrook
State	IL

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	Hello, I want to convey my disappointment at the pending proposal to develop the Grainger property on Shermer Road. Adding 380 apartments will increase the traffic on Shermer at peak hours with student drivers, train commuters creating a set up for accidents that can be prevented. It is also going to overcrowd schools! It makes sense to develop the property but with some consideration to density. We are voting NO to this proposed project as presented. Thanks

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 3:02 PM
To: Managers Office Public Comments; Kohlstedt, Michaela; Ford, Debbie
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Plan Commission, Planning & Economic Development Committee
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Monique
Email Address	mpodha2@gmail.com
Address	1600 Maple Avenue
City	Northbrook
State	il

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	The Grainger site plan includes a ridiculous amount of units- we have a downtown that is a ghost town aside from 2 good restaurants, schools that are packed with a large amount of students in each class room. Adding 720 units to downtown Northbrook is completely silly, our schools are overcrowded and this property plan would not only worsen that problem, but create others considering the lack of businesses downtown, nothing else in the village to support this amount of people let alone "affordable housing," when our community doesn't even have an affordable grocery story near downtown. The priorities in this plan are simply wrong for our village.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 3:34 PM
To: Managers Office Public Comments; Kohlstedt, Michaela; Ford, Debbie
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Plan Commission, Village Board of Trustees
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Cathi Fremer
Email Address	cfremer@gmail.com
Address	1211 Western Ave
City	NORTHBROOK
State	IL

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	As a resident, I am VERY concerned about the Grainger Property plan. 720 units is way too many for our school system to support. The schools are already overcrowded and the kids are paying the price. The only reason people move to Northbrook are the schools and this will be to all of the school's detriment. While I agree the "downtown" area of Northbrook needs improvement, this is not the way to do it. This plan is way too large physically and has more units than our community can support. I'm also strongly against a segregated affordable housing building separate from the main build, and the plan to send all of the children from the affordable housing units to one school. Affordable housing should be incorporated with the main building instead of thrown to the side and treated differently than the more expensive housing. You are setting our community up for failure, this plan is going to be out of place in Northbrook and damage the community as a whole. As a resident who cares about this community, I strongly encourage you to vote against this plan as is and against changing all of the zoning laws/codes that exist for a good reason. This plan can and should be downsized to actually help our community.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 3:38 PM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Susan Greenspan
Email Address	zbstmom@aol.com
Address	350 Oak Knoll Ter
City	Northbrook
State	Illinois

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	I am writing as a Northbrook resident and grandparent of two district 30 children who is extremely concerned about the proposed residential development on the Grainger property. Wescott School is already at maximum capacity; we had to build an addition last year just to meet our current capacity needs. Unless the Village or developer has, and plans to use, funds to completely redo Wescott School, we simply do not have the ability to take on potentially 100+ new students from this proposed development. If it is to move forward, it needs to be at a significantly smaller scale. Please do not compromise our children's education by approving this proposal. Thank you.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

October 31, 2022

Village of Northbrook Plan Commission
1225 Cedar Lane
Northbrook, IL 60062

RE: 1657 SHERMER - GRAINGER BUILDING PROPOSAL

Dear Members of the Plan Commission,

I am a 50-year resident of Northbrook and owner of a single family home within a short distance of the Grainger site. Over the years I have seen many changes in Shermer Road, and for the most part they have been positive and I have been pleased with them. One of the more recent changes that was well done is the Shermer Place development which involved a change in zoning from industrial to multi-family housing. It has been in place for several years and is an attractive addition to Shermer Road.

The Grainger proposal currently being considered by the Plan Commission is also a request to change the zoning from industrial to multi-family. That is the only similarity between the two that I can see. I am extremely disappointed that the Grainger proposal wasn't turned down at the outset. It would not add to

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

the appearance of Shermer Road but, in fact, would detract from it. The density of the proposal conflicts with the adjacent single family home neighborhood and would cause numerous problems such as greatly increased traffic and overcrowding of schools.

Northbrook is not desperate for more apartments. In fact we've added quite a few new ones in the last decade. We can do much better than this. I would rather see the property turned into a park than the dense project currently being considered. If the village has to take a loss on this purchase, so be it.

Please look at this carefully. It is obvious that a proposal that requires all the zoning variances and waivers as the Grainger project needs, is not an appropriate use of this property. If you want another dense development such as this find a property on Skokie Blvd. but not at 1657 Shermer Road. Save your time and that of all the neighboring residents and turn it down, once and for all, at the November 1 meeting.

Sincerely,

Gloria Ladendorf Davis

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

2060 Brentwood Rd.
Northbrook

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 4:49 PM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

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Thank you for providing your valuable feedback.

(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Jacob Greenspan
Email Address	Jacobgdpm@gmail.com
Address	350 Oak Knoll Terrace
City	Northbrook
State	Illinois

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	I am writing as a Northbrook resident and grandparent to two students in district 30 who is extremely concerned about the proposed residential development on the Grainger property. Wescott School is already at maximum capacity; we had to build an addition last year just to meet our current capacity needs. Unless the Village or developer has, and plans to use, funds to completely redo Wescott School, we simply do not have the ability to take on potentially 100+ new students from this proposed development. If it is to move forward, it needs to be at a significantly smaller scale. Please do not compromise our children's education by approving this proposal. Thank you.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Managers Office Public Comments
Sent: Monday, October 31, 2022 5:51 PM
To: Trustees
Cc: Pavlicek, Cara; Kohlstedt, Michaela
Subject: FW: Online Form Submittal: Public Comment Form

Debbie Ford

Paralegal, PHR, SHRM-CP
Director of Administrative Services
Village Clerk
Village of Northbrook
1225 Cedar Lane
Northbrook, IL 60062
Debbie.Ford@northbrook.il.us
(t) 847-664-4013
(f) 847-272-1892
www.northbrook.il.us

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From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Monday, October 31, 2022 2:27 PM
To: Managers Office Public Comments <publiccomments@northbrook.il.us>; Ford, Debbie <Debbie.Ford@northbrook.il.us>
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

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Thank you for providing your valuable feedback.

(Section Break)

Select the Board or Commission you wish to address:	Planning & Economic Development Committee
Would you like your comment to be read aloud at the applicable meeting?	Yes
Name	Carly Brandwein
Email Address	Crosenb2@gmail.com
Address	1220 Greenbriar Lane
City	Northbrook
State	IL
Zip Code	60062
Comment:	I urge you to refrain from building new condos at the old Grainger location. My daughter will be attending Greenbriar soon and I do not want her school over filled and over crowded like what has happened at Meadowbrook!

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 7:20 PM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	Yes
Name	Dan Raffe
Email Address	Danraffe@gmail.com
Address	1883 Glendale Ave
City	Northbrook
State	IL

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	As a resident, tax payer and parent of children in district 30 I oppose the proposed development at the old grainger on Shermer road. This development does not fit within Northbrook as it currently is planned. We do not need this density added to our area and schools. The board should revisit this plan to make it something more suitable for the community. Additionally I ask if there have been any comments in support of this development? That speaks volumes for what the community wants and the village should work for the community not against.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Monday, October 31, 2022 8:17 PM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	Yes
Name	*Field not completed.*
Email Address	*Field not completed.*
Address	*Field not completed.*
City	*Field not completed.*
State	*Field not completed.*

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	*Field not completed.*
Comment:	I am opposed to building high density housing at the Grainger site.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Tuesday, November 1, 2022 6:47 AM
To: Managers Office Public Comments; Pandey, Swati; Kohlstedt, Michaela; Ford, Debbie; Maisch, Jennifer
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Architectural Control Commission, Plan Commission, Village Board of Trustees, Zoning Board of Appeals
Would you like your comment to be read aloud at the applicable meeting?	Yes
Name	Edward Rowe
Email Address	edwardarowe@gmail.com
Address	2340 Hampton Lane
City	Northbrook

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

State	Illinois
Zip Code	60062
Comment:	I am writing as a Northbrook and District 30 resident who is extremely concerned about the proposed residential development on the Grainger property. Wescott School is already at maximum capacity. Wescott had to build an addition last year just to meet our current capacity needs. Unless the Village or developer has, and plans to use, funds to completely redo Wescott School, we simply do not have the ability to take on potentially 100-200 new students from this proposed development. If the proposed development is allowed to move forward, it needs to be on a significantly smaller scale.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Ford, Debbie
Sent: Tuesday, November 1, 2022 8:56 AM
To: Trustees
Cc: Pavlicek, Cara; Kohlstedt, Michaela
Subject: FW: Online Form Submittal: Public Comment Form

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Tuesday, November 1, 2022 5:29 AM
To: Managers Office Public Comments <publiccomments@northbrook.il.us>; Ford, Debbie <Debbie.Ford@northbrook.il.us>; Maisch, Jennifer <Jennifer.Maisch@northbrook.il.us>
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Planning & Economic Development Committee, Village Board of Trustees, Zoning Board of Appeals
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Gayle Carr

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Email Address	Gcarr0996@yahoo.com
Address	2532 Illinois rd
City	Northbrook
State	Il
Zip Code	60062
Comment:	I am another Northbrook resident who returned here to raise my family. If you continue to put in the multi family complexes without addressing the infrastructure needs in our community, you will not only have families not returning here, but moving away. You must address the overcrowding school and traffic concerns before one more complex is approved. Mark me down as a resident that is opposed to the grainger project.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Tuesday, November 1, 2022 9:06 AM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	No
Name	SADHU SINGH RIKHIRAJ
Email Address	sadhusingh101@gmail.com
Address	2214 FARNSWORTH LN
City	Northbrook
State	IL

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	I am for the Grainger building development proposal

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Halley Winer <halley.winer@gmail.com>
Sent: Tuesday, November 1, 2022 9:07 AM
To: Kohlstedt, Michaela
Subject: Re: Rezoning and Redevelopment of Grainger

To the members of the Plan Commission and Board of Trustees,

I am again writing to you all to oppose the rezoning and proposed redevelopment of the former Grainger property on Shermer.

Beyond what I have outlined in my last email, which you can find below, I'd like to raise a few questions and additional concerns about this proposed project.

1. I'd like to see a computer rendering of the proposed project **in context** with the surrounding buildings and area, ideally shown from the north, looking south. Not only will this additional rendering provide more detail for us residents, but I think it will also provide the Plan Commission and Board of Trustees with a different perspective on what is actually being proposed.

2. Along those lines, I'd also like to see an actual side by side comparison of the tallest Shermer Place building next to the proposed parking garage with the elevator penthouse. The developer is alleging that these heights are essentially the same. However, there is a significant visual difference between the angled roofline of a townhouse building and a square box for a parking garage. While the heights may be similar, **aesthetically, they are not.** Again, I think this additional context will help the Plan Commission and Board of Trustees in their decision making process.

3. Lastly, do any of the Plan Commission **or** Board of Trustees actually live in District 30 or District 28? I detailed my concerns of further overcrowding at Wescott in my email below. But additional research on my end has shown that D28 is just as crowded as D30. Can Greenbriar handle the additional students? While they are getting far fewer units developed in their district, I think this concern is valid. If none of the people making the decisions actually live in the districts affected, they have no skin in the game. I suggest they think about their own families and children being in this position.

I am again unable to attend tonight's meeting. So thank you for your time and consideration of my email.

Halley Winer

On Tue, Oct 18, 2022 at 9:09 AM Halley Winer <halley.winer@gmail.com> wrote:

> To the members of the Plan Commission and Board of Trustees,
>
> My name is Halley Winer. My husband and I both grew up in Northbrook and moved back here in 2021 to raise our three children. **I am writing to you all to oppose the rezoning and proposed redevelopment of the former Grainger property on Shermer.**
>
> I am a very active member of the Wescott School PTO. I spend multiple days per month at the school interacting with all of the kids. As you are aware, there was an expansion built at the school to

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

accommodate for the influx of children due to the 80+ townhouse development on Techny, as well as moving the kindergarten back to Wescott, allowing children to go to their neighborhood school.

To put it simply, Wescott is at capacity. I have seen it firsthand. I don't see how the school can accommodate the sheer volume of additional children a property of this size will bring in. Classroom sizes have already increased this year vs. last year. (For example, we went from 16 in our 1st grade classroom last year to 22 in our 2nd grade classroom this year.) District 30 is an amazing place to send your children, and I can imagine our student population will continue to grow. But a sudden and major flood of new students does not seem manageable to our district or any other. It's not fair to our students or teachers to place this burden on them.

Another concern is the increased density of traffic this property creates. Again, from a firsthand perspective, I live on Farnsworth Lane. People fly down the street. They use it as a cut-through to get between Shermer and Pfingsten. Adding more cars to this area will only add to the problem.

The increased traffic near Wescott will also be a major safety hazard for the children and crossing guards. I reached out last year to the Public Safety Committee (who I never heard a response from) and the Northbrook Police Department (who I did get a response from) about this issue in the hopes of having additional signage installed. This is not a new problem, which will only worsen with the addition of the number of cars that would fill a six-story parking garage.

There are many other potential issues I foresee with the rezoning and redevelopment of this property under the proposed plan (noise and light pollution, density and scale of property do not fit in with the neighborhood, etc.). But in general, this proposal threatens the quality of life of Northbrook. We will lose all the great characteristics that make Northbrook such an amazing place to live.

Your jobs are to protect that. Period.

I will be unable to attend tonight's meeting. So thank you for your time and consideration of my email.

Halley Winer

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Dan Fernitz <dfernitz@gmail.com>
Sent: Tuesday, November 1, 2022 11:14 AM
To: Kohlstedt, Michaela
Subject: Proposed Grainger Development

Ms. Kholstedt,
I am writing to inform you that we are not in favor of the proposed development at the Grainger site on Shermer Road. The development is absurdly dense and ill conceived. It resembles nothing that exists or should be in Northbrook. Please do not approve this.
Dan & Kathy Fernitz
2235 Maple Ave
847-507-6746

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Tuesday, November 1, 2022 12:05 PM
To: Managers Office Public Comments; Kohlstedt, Michaela
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

The Village Board likes hearing from you and encourages you to provide our board, committees, and commissions with your thoughts and ideas. We make better decisions when you get involved.

Because we know you can't always get to a meeting, we've created a way for you to share your comments with us via this web form. Comments will be automatically submitted to the appropriate staff liaison and subsequently forwarded to all members of your selected board, committee, or commission if applicable.

Written comments will not be read aloud during a public meeting unless requested by the commenter. If you want to make a 'live' comment, you can do so by attending a meeting and asking to be heard during public comment time.

Thank you for providing your valuable feedback.

(Section Break)

Select the Board or Commission you wish to address:	Plan Commission
Would you like your comment to be read aloud at the applicable meeting?	Yes
Name	Adele Sturgis
Email Address	adelesturgis@sbcglobal.net
Address	1807 Maple Avenue
City	Northbrook
State	IL

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Zip Code	60062
Comment:	While not a Rotarian myself, I believe Rotary's Four-Way Test is an excellent ethical guideline to apply to the proposed development at 1657 Shermer Road: (1) Is it the TRUTH? (2) Is it FAIR to all concerned? (3) Will it build GOODWILL and BETTER FRIENDSHIPS? (4) Will it be BENEFICIAL to all concerned? When I ask these questions, the answers are "no," "no," "no," and "no." The facts presented and opinions expressed are only mine, but the basis for those facts and opinions are drawn from 70+ years of living in three nearby "affordable" homes (47 years as a resident in the neighborhood on the east side of the railroad tracks); and decades of service on the Stormwater Management Commission; Zoning Board of Appeals; 1997-2004 Central Business Area Task Force, its River Improvement Committee, Streetscape Committee, Facade Improvement Committee, and Parking Committee; Bicycle Task Force; coordinator of the Anetsberger O.P.E.N. Committee formed to support our Park District's March 2000 referendum to purchase Anetsberger's 60 acres; the Park District's Skate Park Task Force; and as a Director on the North Cook County Soil & Water Conservation District. I care what happens in this community, and facts I present can always be verified. Let's consider: (1) Is it the TRUTH? Sadly, there are at least two misrepresentations of facts that form the foundation of this development proposal. The first misstatement of truth is that of our Board (prior to Trustee Ebhomielen's election) in December 2020 when it passed its demolition tax and fee-in-lieu payments to earmark funds to pay for affordable housing. As you know, the Board passed a $10,000 demolition tax to raze a single-family home and a $125,000 per required unit not provided by a developer. Astonishingly, Board members contended that funding affordable housing this way somehow didn't involve taxpayers. Think about that statement. Did it perhaps mean that since no Board member lives in a potential teardown home it didn't involve any of THEM as taxpayers, so it was acceptable and achieved their political end? The Village's method of funding most certainly DOES involve the TAXPAYING owners of teardown homes and residential developers. What's more, none of these teardown property owners and developers have any special financial obligation to the future residents of "affordable" housing. Board members have exempted

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themselves and most of the rest of Northbrook from contributing in any way to support "affordable" housing in this community because it would be political suicide. I'd be willing to bet that none of the Board members have kicked in $10,000 of their personal money into the "Affordable Housing Trust Fund."

Is our Board so delusional that they think people who live in teardown homes are wealthy and somehow deserve to be gouged by their own Village where they may have paid property taxes for decades? When did those owners cease to be Northbrook taxpayers and people who need that $10,000 to raise their children and fund their retirements? What gives virtue-signalling politicians the moral right to demand $10,000 from a highly select group of owners in order to make strangers lives easier and cheaper? What developer has ever volunteered to reduce their profit to build housing for people of more modest means? Haven't you seen Northbrook residents literally scream that they didn't want people who would shop at a Walmart coming into Northbrook, and they didn't want affordable assisted living in Northbrook lest it blight their neighborhood of expensive homes? Hasn't the Village allowed and encouraged the eradication of smaller, older "starter" homes in favor of the largest homes allowed on their lots? Are these the same people our elected officials actually believe broadly support "affordable" housing when they clearly don't even want people of lesser means just shopping here?

The truth is that this latest generation of Northbrook property owners demand new, bigger, better, and more expensive everything, whether they can afford it or not. They do not understand the meaning of the term "sustainability" as a limitation on unbridled consumerism and consumption. No elected official of this community would EVER suggest not buying what's not needed as a matter of reducing environmental impacts; again, it would be political suicide.

Our Board preaches inclusion of all in this community, but what they mean is the inclusion of people whose education, professions, and perhaps slightly-below-average incomes will allow them to blend into the existing community unnoticed, not people who might qualify long-term for Section 8 or public housing; our Board is very selective about who they want to assist, and certainly not anywhere near their own homes. Northbrook residents will put up solar panels and buy electric vehicles in the virtuous name of sustainability as long as someone else subsidizes their purchase. They're all for tax deductions for their jumbo mortgages and vacation homes, as well as their student loans being forgiven. Whatever benefit

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well-to-do people can take, they will, and it doesn't bother them in the least that others less well off are paying for it. As long as it's not called middle-class welfare, our residents are happy to take the tax deduction or the incentive money. If a resident can feel better about their sense of entitlement by providing below-market-rate housing for others -- as long as THEY're not the ones paying for it, like the $10,000 demolition tax -- it's all good.

The same is true for the Housing Opportunity Development Corporation acting as if there's nothing wrong with the way Northbrook is choosing to fund its Affordable Housing Trust Fund. HODC is apparently just fine with accepting Village-coerced funds taken selectively from the pockets of teardown property owners and developers. It's like accepting stolen goods from thieves and feeling ok about it because they didn't commit the theft. While it is certainly honorable to accept voluntary charitable donations to support helping people with housing costs, it's something else to accept funding coerced from owners who can't fight back and developers forced to acquiesce to the financial demands of the Village for their business to be able to make a profit. The developer is motivated by profit and will do what it takes to realize that profit, so let's not pretend the Village is playing fair.

People are supposed to live within their means and stand on their own two feet. Further, if our Board is so convinced that there is widespread support to build affordable housing in Northbrook, then it should have taken steps to spread the financial burden across the entire community. The Board didn't bother to do so since our many lawyers knew affected owners and developers couldn't fight back; Northbrook's demolition tax is like shooting fish in a barrel, and that's the way our current Board wants it regardless of its utter lack of fairness. If our Board believed its cause was just and wanted to spread the cost of funding affordable housing fairly, it could have put a Real Estate Transfer Tax on the ballot and earmarked funds received for that purpose. However, voters would have needed to approve instituting a Real Estate Transfer Tax, and I think you all know voter approval of that kind of new tax ultimately involving all taxpayers would never happen to fund affordable housing. Our Board protected the financial interests of the wealthiest residential property owners at the expense of a few with far less to begin with, didn't they? Our demolition tax is dirty and unfair, but it was easy to pass. Shame on our Board.

Further, does it not occur to anyone that the $10,000 demolition tax and the required fee-in-lieu payment only serve

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to either deprive a teardown property owner of $10,000 value for their property, and/or replacement single-family homes $10,000 more expensive? The demolition fee makes housing in Northbrook even more expensive. Duh! There's no such thing as a free lunch regardless of nonsensical statements that the the funding of Northbrook's Affordable Housing Trust Fund doesn't involve taxpayers. THAT is truth.

Page 3 of the October 18th Plan Commission Agenda Packet correctly states that the subject property "is not located in the 100-year floodplain." This is a true statement because the property is not subject to riverine flooding from the West Fork. . However, that doesn't mean the site itself and homes and businesses nearby don't flood, despite stormwater infrastructure improvements that have been built. I have a picture of Grainger's flooded parking lot taken after mitigation projects were completed. The Grainger site and homes and business on both sides of Shermer and on both sides of the railroad tracks flood from overloaded storm sewers and overland flow, just not from the river; a flooded basement or first floor is a flooded basement or first floor, no matter the source. The Metropolitan Water Reclamation District shows a high degree of flooding on the west side of the tracks that doesn't show up on FEMA's 100-year regulatory floodplain maps, but Development and Planning Services (including its Sustainability Coordinator) is not sharing that information with the Plan Commission, as if the flooding of hundreds of properties doesn't matter and the Village has a clear opportunity to reduce flood risk to existing properties if detention were to be constructed at the Grainger site. Again, some people seem to matter more than others as far as the Village is concerned, and its primary concern is not for existing property owners and businesses.

Make no mistake about it, climate change will produce more frequent and intense storms, as well as more flood damage. Flood damage in Northbrook (and elsewhere) has never been confined to FEMA's regulatory floodplain, and even owners of new, huge, expensive homes well outside the regulatory floodplain are among those who have come to the Stormwater Management Commission seeking mitigation to protect their homes. We're sometimes talking about first-floor flooding, not just basement flooding. There's more growing need than funding available to improve public stormwater infrastructure. The Commission controls neither the stormwater management budget nor how it is funded -- and I realize that the Villlage has many different priorities beyond stormwater managment -- but stormwater management problems are growing all over this

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community and funding isn't (nor is a stormwater management fee connected to unrelated potable water usage instead of categories of impervious coverage and credits fair since it overcharges developments with up-to-current-code detention and undercharges properties producing the most runoff).

The third paragraph of Page 4 of the October 18, 2022 Plan Commission Agenda Packet is another stunning misstatement of fact. It says: "The Village also conducted a stormwater study to determine if the Subject Property would be a suitable location for a stormwater basin. It was determined that it was not the best location for additional stormwater detention." That is simply NOT TRUE. Yes, the Board did authorize Engineering Resource Associates' (ERA) "1657 Shermer Road: Grainger Property Stormwater Improvement Study." However, the study was never reviewed by the Stormwater Management Commission. Instead, the study was presented to the Board without Commission review on March 9, 2021. The truth is that the Grainger site had been discussed as a potential site for badly needed regional detention as far back as the 2010 Comprehensive Plan revision. Not only did the study find the Grainger property to be a SUITABLE SITE FOR REGIONAL STORMWATER DETENTION, it is the ONLY SITE in an appropriate location and o fsufficient size to provide significant protection for neighborhoods on both sides of the railroad tracks. The Village Board and HODC just plain don't care if other properties could be better protected from flooding if detention were constructed on the Grainger property's northern site, and they're ignoring the fact that affordable housing can be constructed ANYWHERE in the Village.

The ERA study did NOT state anywhere in the report that the 1657 Shermer Road site was either unsuitable for the purpose of additional, needed detention or that the subject site was not in the best location. The ERA study updated the Metropolitan Water Reclamation District's 2016 floodmaps with updated rainfall data, new curve numbers, and detailed times of concentration. Northbrook wants to think of itself as a community concerned with "sustainability," but this particular Board decision (with two former members of the Stormwater Management Commission, no less) was all about the politics of affordable housing, not better protecting the existing homes and businesses on either side of the railroad tracks. The ERA study detailed three alternatives to better protect the lives, health, safety, property, and finances of homes and businesses in the area, a 100-year, 25-year, and a 10-year detention improvement. The ERA study recommended Alternative 2, the 25-year improvement, which would have used only 15% of the

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Grainger site, the 1.49 north parcel now proposed for affordable housing. The watershed that flows to and through the Grainger site (known as the Sunset Fields West, Central and East Subwatersheds) extends as far west as Arbor Lane in far west Northbrook and flows into the West Fork through storm sewers or overland through a 7-1/2' wide opening under the railroad tracks at The Citadel property, flooding, streets, homes and businesses along the way during significant storm events. I am forwarding MWRD maps of this watershed to Director Kohlstedt with a request that she share these MWRD flood maps with you; you need to see for yourselves the anticipated flooding that can be expected in the face of intensive redevelopment and climate change. The climate change forecast for the future is more frequent and intense storms, and our Board and Sustainability Commission supposedly understand this, but their response is to do worse than nothing -- their response is to throw all the existing property owners under the bus, preferring to focus their attention in the direction of affordable housing for other people who may or may not even live here at this time. It's easy to be generous with someone else's money and ultimately at someone else's expense. To make matters worse, the properties most likely to be affected are some of the most affordable existing housing in this community, so our Board should earn no virtue-signalling brownie points for supposedly supporting affordable housing in Northbrook. It's quite disgusting. The one and only chance this community has to provide flood mitigation where it's needed is at the Grainger site, but the Village and applicants aren't sharing this information with you.

What's true is that detention is expensive, increasingly so every year, and our storm sewers were designed for levels of development in the 1920s and 1940s. Our Public Works Department is the best, but it can't work miracles and grow an entire storm sewer system or the carrying capacity of the West Fork. We need additional detention in the "Sunset Fields" subwatershed, and the north parcel of the Grainger site is the only viable option to provide better protection for real people with real homes and businesses and cars they don't want to see in floodwater.

With regard to the cost of constructing the recommended Alternate 2 detention, a statement was made at the March 2021 Board meeting that the cost benefit per property exceeded what has been provided in other projects, and that also was untrue. Someone needed to check her facts. In truth, the recommended Alternate 2 project was well below that of the Wescott Park project, so I guess smaller and less

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expensive properties simply don't warrant mitigation as much as Sunset Fields homes or affordable housing to be constructed at the north parcel of the Grainger site. I can't begin to guess what our total cost was for the Techny Drain project that was years of construction. No one should feel good about blowing off the opportunity to better protect our residents and businesses when mitigation is not only possible, but recommended. Nor should the Plan Commission or the public be misled by untrue statements.

(2) Is it FAIR to all concerned? The Village was officially advised in the 2011 Master Stormwater Management Plan that continued infill redevelopment of large homes on small lots without additional detention was going to produce more flooding and more flood damage, and that was before massive redevelopment of the subject watershed was in full swing and before the perils and growing challenges of climate change were widely recognized. It is neither fair nor responsible for the Village to hand over the only site where mitigation can be provided for newcomers to live in a brand-new building they can't afford on their own while the Board is unwilling to mitigate flood risk to existing property owners. It's downright disrespectful of those who have worked to be able to afford to live here within their means. No one who lives here caused other people's modest incomes and no one whose property floods deserves this disrespectful treatment from their local government. There's something very wrong in this community if this is ok. Fair it's not. Not only is this preferential treatment of certain groups of people, but also this Board's permanent refusal to better protect its existing property owners. Is this what Northbrook is about now?

(3) Will it build GOODWILL and BETTER FRIENDSHIPS? I'm sure the lucky few with reduced housing expense will love the deal they'll be getting. What could be better than cheap housing at others' expense?

The idea of concentrating the lion's share of the affordable units in one building is a bad move because it stigmatizes residents in the smaller building in a community that is highly income and status conscious. Remember that virtue-signalling Northbrook is the community that became infamous for its status-seeking teenagers beating each other up in Chipilli Woods as an expression of this community's underlying character, regardless of appearances. What the concentration of affordable units in the smaller building preserves is limiting and spreading out the financial risk of only 5 affordable units over the other 330 total units in the building. My husband

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managed a luxury high-rise residential building along the lake for many years, and even there owners couldn't always pay their assessments. When some owners or renters can't pay their assessments or rents, other people have to pick up those costs to operate and maintain their building and fund their reserves for future big-ticket maintenance and replacement. Concentrating residents with lower incomes in a particular building concentrates the risk of residents not being able to afford their rent.

If an entire building of affordable units is tenanted by residents with below-market incomes, are Village taxpayers being put at risk to shore up any financial shortfalls for operating and maintaining the building that may occur in the future? Following construction, will the smaller building be financially dependent on the Village for ongoing financial support from the Affordable Housing Trust Fund?

With regard to where children from each building will attend school, I see that District 28's Board apparently couldn't be troubled to even comment on growing its student numbers. Perhaps they haven't noticed that our Village Board is concentrating multi-family development and a growing student population to serve in District 28 (and future redevelopment of Green Acres and Northbrook Court are still open questions). About 1995, District 28 took on all the students generated in the Park Place development immediately south of the Northbrook Junior High so they wouldn't have to attend District 30 schools further from their homes. I count 71 lots in Park Place. As the saying goes, "Turnabout is fair play." As a matter of reciprocation, District 30 should change its boundaries to incorporate the entire Grainger parcel and accept students from the 48 affordable units on the north parcel. Children from these two sites should be going to the same school, and it shouldn't be District 28's in light of its taking on District 30's educational responsibilities for a larger number of students in the past.

(4) Will it be BENEFICIAL for all concerned? Answer: Most certainly not. The only beneficiaries of this development proposal are those who will live in affordable units and the developer who will profit from their development of the site, and perhaps Board members who enjoy fulfilling their virtue-signalling aspirations at the expense of others.

The list of losers includes: (a) teardown property owners and developers who are exclusively being targeted to pay into the Village's Affordable Housing Trust Fund; (b) all residential and

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commercial property owners denied any reduction of flood risk if recommended regional detention that could be provided on the north parcel on par with the cost of other stormwater management projects had not been denied by a Village Board supposedly interested in sustainability; (c) taxpayers of Districts 28 and 30; and (d) all taxpayers of the Village of Northbrook IF they are financially liable in any way for future ongoing affordable housing costs at this site.

Beyond answers to the Four-Way Test questions, I would also like to comment about leaving 8' tall slatted chain link fencing between properties on the 1900 block of Oak and the proposed smaller building. This type of fencing may be appropriate along the railroad, but the homeowners on Oak deserve far more attractive fencing than 8' tall industrial-looking chain link fencing in their back yards.

While I've noted that there has been mention at the Board level as well as public comment that a tunnel under the railroad tracks to connect the site to Techny Prairie Park & Fields, I'd like to point out why this is a flawed idea. First, this idea was mentioned by someone on the Board as worth pursuing if grant funding could be obtained -- once again, the idea that there IS such a thing as a free lunch. Grant funding comes from somewhere, i.e., taxpayers, all of us, and people who are concerned with elitist spending priorities should be concerned when this type of idea is advanced, no matter by whom. Second, the Grainger property is PRIVATE PROPERTY, and non-residents shouldn't be encouraged to walk or bicycle through their property, nor should future residents expect that government should provide an extremely expensive access point to Park District property exclusively for their use. Third, when the Village thought building a Riverwalk in downtown Northbrook would be a good idea back in the late 1990s and early 2000s, Metra said absolutely not. Unable to accept "no" for an answer, Metra inexplicably funded a subsequent $50,000 ($) study of the idea, and it concluded at that time that it would cost $1,000,000+ to build a tunnel under the tracks. Construction costs of everything have only escalated since then. Fourth, a tunnel under the railroad tracks between the Grainger site and Park District property would have an undetermined effect on the discharge of stormwater runoff from one side of the tracks to the other. Fifth, the 7-1/2' wide "cattlepass" tunnel under the railroad tracks between The Citadel property and Northbrook Manor to the east had to be closed off with chain link fencing because it was an attractive site for kids drinking, smoking, etc. Why would a second opening even be considered, except by those who haven't a

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clue about the problems a tunnel presents? Sixth, there has already been a proposal to build a railroad holding track south of Illinois Road (the Hiawatha expansion), which is a bad idea our Village Board barely paid any attention to, preferring to rely on Glenview's spending something like $1,000,000 to lobby against rather than playing an active role to protect our residents' interests. While the idea is either dead or in a holding pattern for now, I wouldn't rely on that being the case in the future.

In short, I can think of no good reason any taxpayer who is not a politician should support this development proposal. I trust that these comments will be forward to all Plan Commission members. I hope they will provide some perspective regarding what should and should not happen at the Grainger site.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Maisch, Jennifer
Sent: Tuesday, November 1, 2022 1:24 PM
To: Yu, Chan; Kohlstedt, Michaela; Pandey, Swati
Subject: FW: Online Form Submittal: Public Comment Form

Importance: High

This is for Grainger

Regards,

Jennifer N. Maisch, AICP
Zoning Administrator and
Code Enforcement Official
1225 Cedar Lane|Northbrook|Illinois|60062
www.northbrook.il.us/dps

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Tuesday, November 1, 2022 8:16 AM
To: Managers Office Public Comments <publiccomments@northbrook.il.us>; Maisch, Jennifer <Jennifer.Maisch@northbrook.il.us>
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

The Village Board likes hearing from you and encourages you to provide our board, committees, and commissions with your thoughts and ideas. We make better decisions when you get involved.

Because we know you can't always get to a meeting, we've created a way for you to share your comments with us via this web form. Comments will be automatically submitted to the appropriate staff liaison and subsequently forwarded to all members of your selected board, committee, or commission if applicable.

Written comments will not be read aloud during a public meeting unless requested by the commenter. If you want to make a 'live' comment, you can do so by attending a meeting and asking to be heard during public comment time.

Thank you for providing your valuable feedback.

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

(Section Break)

Select the Board or Commission you wish to address:	Zoning Board of Appeals
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Sue Zeiler
Email Address	Sue@chicagokids.com
Address	724 Samson Way
City	Northbrook
State	iL
Zip Code	60062
Comment:	I am very against this development. My parents live in shermer place, and they are extremely concerned about the congestion. There's a railroad crossing right there that backs up traffic multiple times per day. And when the high school lets out, that is an additional source of congestion. Adding such a large residential building here would only make things worse.

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Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Ron Adelman <ronadelman@comcast.net>
Sent: Tuesday, November 1, 2022 3:30 PM
To: Kohlstedt, Michaela
Cc: wladelman@gmail.com
Subject: PCD-22-08 1657 Shermer Planned Development (Grainger Property)

We are Ron and Wilma Adelman, 2023 Illinois Rd. We have lived here for 17 years. We join with our neighbors and many Northbrook residents in opposing the proposed Lennar/Quarterra development of the former Grainger property. We agree with the many reasons already detailed and well-articulated - out of character with the community, too dense, too high, too much traffic and congestion, burden on schools, noise and light pollution, storm water management, not best use, too hurried with too many developer accommodations and variances and more likely to come, lack of true community input, financially irresponsible, myopic planning, won't necessarily help the central business district, etc.

The Board voted to buy the Grainger property in January 2018. According to the Northbrook Star, it was purchased for $8.3M using cash reserves and without any specific plans for the parcel. We are informed that the current $10.5M sale is not final, but, rather, is pending and contingent upon the developer and the Village agreeing upon the mixed-use project details.

We support an appropriate community favored development of this property which should prudently wait for and be done in accordance with the complete, comprehensive Zoning Code revision that is scheduled to begin its updating process in January.

What the Village wisely observed in its Master Bicycle And Pedestrian Plan certainly applies here: "*Public input is instrumental to the success of any planning process, and this plan is no different*."

From what we have seen, public input for the Grainger development has not been given the weight it deserves because it is overwhelmingly opposed to a project that the Board is promoting and seems determined to improvidently impose on the community. The Plan Commission and the Board should listen to the public, vote down this project, and come up with a new one that is entirely residential, includes Affordable Housing, and is in character with the community.

Ron & Wilma Adelman

WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments. Never give out your user ID or password.

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Marina Zhuk <marina.zhuk@hotmail.com>
Sent: Tuesday, November 1, 2022 6:43 PM
To: Kohlstedt, Michaela
Subject: Granger project

Dear Ms. Kohlstedt and others,

We are Northbrook residents for over 20 years. Few years ago we finished building our dream home on Woodlawn that's second from Shermer rd. Like many others it took us decades to get to that point as we came to this country with empty pockets and earned every penny by hard work without any help and handouts from anyone. But that was a dream to live in downtown of Northbrook as we new Northbrook for many years and paid it's hefty taxes.
I am not trying to abuse my situation but maybe it would help- I had to work full time through my long lasting and tiring cancer treatments to afford this mortgage and property taxes and not quit this house.
As many of my neighbors stated this development is killing village of Northbrook as we loved it and where all of us- taxpayers of hefty property taxes planned to raise our families- away from big crowded buildings, traffic, car-filled streets, crowds, noise, restaurants with roof-tops, packed schools and everything else this horrendous project will impose on us. The saddest part is that we would either lose tremendous amount of equity or wouldn't be able to sell our houses even if we decide to run away from it. Will the village of Northbrook compensate us? At the end it decided without transparency to the taxpayers to spend their money and buy this property and then selling it to the developer of this bread-winning project. 400 units is a lot of people, cars, noise, waste and headache for those who contributed their livelihoods to this village. The only positive about this project is to see how neighbours came together to fight this rediculosity offending our collective intelligence.

Happy to answer your questions or provide more information,

Best,

Marina Zhuk
WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments. Never give out your user ID or password.

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Todd Daniels <tdaniels@sextoncompanies.net>
Sent: Tuesday, November 1, 2022 10:21 PM
To: Kohlstedt, Michaela
Subject: Grainger Property - Shermer Place Master Communications

Please add to the record.

From: Todd Daniels <tdaniels@sextoncompanies.net>
Sent: Monday, October 31, 2022 11:51 AM
To: Jeff Woll <Jeff.Woll@quarterra.com>
Subject: Re: 1657 Shermer - Proposed Development

Mr. Woll,
I just received your email on behalf of the Shermer Place Master Association. It would have been more productive to have had our meeting prior to your resubmission of your plans to the Northbrook Planning Commission so our concerns as the largest and closest residential development to your project could be adequately addressed. Noticing your email was sent yesterday, on Sunday, less than 48 hours prior to the next meeting intentionally allowed little to no time for our Board and our Owner's to participate in such a constructive meeting. Knowing that Monday evening (today) is also Halloween with many, if not all, having prior familial obligations seems to insinuate that no true intent for a constructive meeting was sought.

Therefore, I'm not sure the purpose of having a meeting at this juncture makes sense and therefore will recommend letting our owners continue to present their concerns with your project at the meeting tomorrow evening.

On behalf of Shermer Place Master Association to reiterate, we have significant reservations regarding density, traffic, parking, setbacks, noise , including height and landscaping which I might add is not an exhaustive list but are of critical importance. We do not believe the changes presented in your revised plans to the Village of Northbrook go far enough to address the concerns that were voiced by many and presented during your first presentation in October.

We fully anticipate and expect the planning commission and Village Board of Northbrook to recognize these concerns and will decide accordingly. Should you wish to withdraw your submission and schedule a constructive meeting to allow Shermer Place and its owners adequate time and attention to address such concerns please let me know.

Respectfully,
Todd

Todd Daniels
President - Shermer Place Master Asssocation
President - Shermer Place Building Two
Unit Owner

Todd Daniels
Director of Operations

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Sexton Companies
224-212-1250 o
224-212-1260 f
847-971-5916 m
tdaniels@sextoncompanies.net
Sent from my iPhone

WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments. Never give out your user ID or password.

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Kohlstedt, Michaela

From: Maisch, Jennifer
Sent: Wednesday, November 2, 2022 8:25 AM
To: Kohlstedt, Michaela; Yu, Chan; Pandey, Swati
Subject: FW: Online Form Submittal: Public Comment Form

Regards,

Jennifer N. Maisch, AICP
Zoning Administrator and
Code Enforcement Official
1225 Cedar Lane|Northbrook|Illinois|60062
www.northbrook.il.us/dps

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Tuesday, November 1, 2022 8:37 PM
To: Managers Office Public Comments <publiccomments@northbrook.il.us>; Ford, Debbie <Debbie.Ford@northbrook.il.us>; Maisch, Jennifer <Jennifer.Maisch@northbrook.il.us>
Subject: Online Form Submittal: Public Comment Form

Public Comment Form

The Village Board likes hearing from you and encourages you to provide our board, committees, and commissions with your thoughts and ideas. We make better decisions when you get involved.

Because we know you can't always get to a meeting, we've created a way for you to share your comments with us via this web form. Comments will be automatically submitted to the appropriate staff liaison and subsequently forwarded to all members of your selected board, committee, or commission if applicable.

Written comments will not be read aloud during a public meeting unless requested by the commenter. If you want to make a 'live' comment, you can do so by attending a meeting and asking to be heard during public comment time.

Thank you for providing your valuable feedback.

(Section Break)

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Select the Board or Commission you wish to address:	Village Board of Trustees, Zoning Board of Appeals
Would you like your comment to be read aloud at the applicable meeting?	No
Name	Kristen
Email Address	Doyle
Address	1829 Maple Ave
City	Northbrook
State	Il
Zip Code	60062
Comment:	The planned project for the current Grainger project has many items that are of concern. The height is way too high for the location in downtown Northbrook. The proposed density is way too high. The mount of traffic that will be a result if the high density will greatly impact anyone traveling along Shermer road. Especially with the close proximity to the train track crossing. The high density also would impact the already over stressed school districts. There is also a great concern regarding the possibility of this project causing flooding issues in the neighboring subdivisions. Please take a moment to reconsider some of the demands that the builders are requesting, and think of your community and what is best for the citizens of Northbrook.

Email not displaying correctly? View it in your browser.

WARNING- **EXTERNAL EMAIL:** If unknown sender, do not click links/attachments. Never give out your user ID or password.

Attachment: 1657 Shermer - Public Correspondence (6522 : Staff Memo Relating to 1657 Shermer Road)

Village of
Northbrook

FORMAL APPLICATION – ZONING & SUBDIVISION RELIEF**

Prior to submitting this formal application, the matter must first be reviewed as a preliminary application by the Village Board of Trustees. If the Board has not yet reviewed your preliminary application, please contact the Department of Development & Planning Services to learn what is required. The following materials are the minimum required for the processing of a formal application by the Village of Northbrook's Plan Commission and Board of Trustees. A public hearing or public meeting for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. If you have questions regarding the completion of this application please contact the Development & Planning Services Department at 847-664-4050.

Applications for zoning relief from the Zoning Board of Appeals must use a different application form.

The initial submittal MUST contain:

- ☑ **8 collated copies of complete sets** of all application materials, including the application form, required attachments, and folded full size plat/plan sheets
- ☑ **1 electronic version (PDF)** of ALL application materials **(refer to application section regarding instructions).**

Applicant Information (see attached for Co-Applicant Info)

Legal Name
Quarterra Multifamily Communities,LLC

Company Quarterra Multifamily Communities, LLC
Address 151 North Franklin Street, #2665
City, State, Zip Chicago, IL 60606
Phone No. 312-342-7704
Email jeff.woll@quarterra.com

Primary Contact Person

Name Jeff Woll - Vice President, Development
Company Quarterra Multifamily Communities, LLC
Address 151 North Franklin Street, #2665
City, State, Zip Chicago, IL 60606
Phone No. 312-342-7704
Email jeff.woll@quarterra.com

Consultants *(as applicable)*

Attorney

Name Katriina McGuire
Company Thompson Coburn, LLP
Address 55 East Monroe Street, 37th Floor
City, State, Zip Chicago, IL 60603
Phone No. 312-346-7500
Email kmcguire@thompsoncoburn.com

Architect/Planner

Name Patrick Cusack
Company Antunovich Associates
Address 224 West Huron, Suite 7E
City, State, Zip Chicago, IL 60654
Phone No. 312-573-6131
Email pcusack@antunovich.com

Civil Engineer

Name Ryan Wagner, P.E.
Company V3 Companies
Address 7325 Janes Avenue
City, State, Zip Woodridge, IL 60517
Phone No. 630-729-6261
Email rwagner@v3co.com

Other (Traffic Engineer)

Name Luay Aboona
Company KLOA
Address 9575 West Higgins Road, #400
City, State, Zip Rosemont, IL 60018
Phone No. 847-518-9990
Email laboona@kloainc.com

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Co-Applicant Information:

Legal Name: Housing Opportunity Development Corporation
Address: 5340 Lincoln Avenue
Skokie, Illinois 60077
Phone No: (847)564-2900
Email: rkoenig@hodc.org
Contact: Richard Koenig, PhD, FAICP

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Village of Northbrook
FORMAL ZONING & SUBDIVISION RELIEF APPLICATION

Property Information *(if more than one parcel is involved in the request please include the information for all parcels)*

Site Location/Address: 1657 Shermer Road

Property Index Numbers: 04-10-315-038-0000; 04-15-100-047-0000

Size of Property: 448,723 s.f./10.30 acres (square feet/acres)

Size of Building Space, if applicable: 180,899 s.f. (square feet)

Comprehensive Plan Land Use Designation[1]: Major Corridor Multi-Use (MU-MC)

Current Zoning: I-1 and R-5

Current Use of the Property: Vacant industrial and office building with accessory parking lot

Is any portion of the property within the 100-year floodplain?[1] Yes: _____ No: _____

Requested Action(s) *(check all that are applicable)*

- ☐ Comprehensive Plan Amendment
- ☐ Annexation (*separate form required*)
- ☑ Rezoning from I-1/R-5 to VGRC
- ☑ Special Permit for (1) concept planned development; (2) more than 1 principal structure on a lot; (3) restaurant in VGRC; ~~(4) accessory outdoor seating~~
- ☐ Renewal of Special Permit Ord. No. _____
- ☐ Amendment to Existing Special Permit
  Ord. No. _____
- ☑ Site Plan Approval
- ☑ Zoning Code Text Amendment
- ☑ Zoning Variation (in conjunction with other relief) for ~~elimination of loading berth; yard variations to accommodate parking~~
- ☑ Planned Development - Concept Plan
- ☐ Planned Development - Final Plan
- ☑ Subdivision - Tentative Plat
- ☐ Subdivision - Final Plat
- ☐ Subdivision - Variations/Waiver for _____
- ☑ Exception for various (see attached)
- ☑ Other waiver of requirement to allow 15% parking garage slope

☑ Plat of Survey & Parcel Legal Description(s)

Attach the most recent plat of survey of the Subject Property, certified by a registered land surveyor, showing existing lot lines and dimensions, lot area, all easements, all public and private rights-of-way, and all streets across and adjacent to the subject property.

☑ Conformity with Comprehensive Plan

Include a written statement explaining the conformity, or lack of conformity, of the approval being requested to the Village's Official Comprehensive Plan and Official Map. Where the approval being requested does not conform to the Official Comprehensive Plan or Official Map, provide reasons justifying the requested approval.

☑ Surrounding Property Owners Addresses

Please attach the names and mailing addresses of all property owners of record (not tenants) within 250 feet of the property, excluding public rights-of-way, based on current County tax records. See page10 of this document for instructions on how to obtain the addresses.

[1] As found on the Village website www.northbrook.il.us/Government/Departments/Planning/GIS/index.php

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Site Ownership and Control

Current Property Owner Information

Legal Name: Village of Northbrook

Primary Contact: Village Manager - Cara Pavlicek

Address 1225 Cedar Lane

City, State, Zip Northbrook, IL 60602

Phone No. 847-664-4011

Email cara.pavlicek@northbrook.il.us

Proposed Property Owner Information
[AND SEE CO-APPLICANT INFORMATION]

Legal Name: Quarterra Multifamily Communities, LLC

Primary Contact: Jeff Woll - Vice President, Development

Address 151 North Franklin Street, #2665

City, State, Zip Chicago, IL 60606

Phone No. 312-342-7704

Email jeff.woll@quarterra.com

Attach a copy of a title policy or deed showing current ownership of the property. If property is held in a trust, also include a certified copy of the trust agreement or a simple affidavit (under oath before a notary) as to who are the beneficiaries of the trust. *(Check which document(s) are attached):* N/A

- ☐ Deed
- ☐ Title Policy or Title Commitment ***(Required for Subdivision Applications & Plats of Consolidation Applications)***
- ☐ Certified Copy of Trust Agreement OR a simple Affidavit Identifying Trust Beneficiaries

☐ **Complete Attachment A, listing all individuals/entities that have a beneficial interest in the legal entity that currently owns the property** N/A

☑ **Complete Attachment B, listing all individuals/entities that have a beneficial interest in the legal entity that is proposed to own the property upon receiving necessary approvals.**

Applicants Involvement with the Property

If the Applicant does not own the property, please also provide documentation showing the applicant's interest in the property *(Check which document is attached. The dollar amounts in documents may be blacked-out)*:

- ☐ Owner (see the previous box)
- ☐ Real Estate Contract
- ☐ Lease
- ☑ Other Resolution 22-021

☑ **Complete Attachment C, listing all individuals/entities that have a beneficial interest in the legal entity that is the Applicant.**

Additional Required Attachment(s)

Submit all relevant attachments specified in the below worksheet(s) that correspond with your application request(s) selected on page two of this application; the worksheets can be found on the Village of Northbrook website www.northbrook.il.us, as well as in the Community Planning Department in the Village Hall. *(Check all that are applicable)*

- ☐ Comprehensive Plan Amendment Worksheet
- ☐ Annexation Worksheet
- ☑ Rezoning Worksheet
- ☑ Special Permit Worksheet
- ☑ Site Plan Approval Worksheet
- ☑ Zoning Code Text Amendment Worksheet
- ☑ Zoning Variation Worksheet
- ☑ Planned Development Worksheet- Concept Plan
- ☐ Planned Development Worksheet- Final Plan
- ☑ Subdivision Worksheet – Tentative Plat
- ☐ Subdivision Worksheet - Final Plat
- ☐ Subdivision Worksheet - Variations/Waiver
- ☐ Zoning Exception Worksheet
- ☐ Condominium Conversion Worksheet

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

❑ Plat of Consolidation Worksheet

Filing Fees

All applications require payment of a non-refundable fee, as well as additional funds that are held in escrow to off-set anticipated recoverable expenses. Please attach a check with your application and indicate below the amount of the fee submitted. A copy of the fee schedule is attached to the application form.

$ 3,750.00 Amount of Non-Refundable Fee

$ 29,000.00 Amount of Escrow

$ 32,750.00 Total Application Fee (Non-Refundable Fee plus Escrow)

The escrow covers such items as Village attorney time (currently billing at approx. $400.00 per hour), public notice expenses, public meetings ($50.00 per mtg), & staff review time. If these expenses exceed the initial escrow deposit, the applicant is responsible for additional payment to the Village prior to completing approval process. If the expenses are less than the escrow deposit, the applicant will be issued a refund.

Northbrook Ethics Code *(potential conflicts of interest)*

On a separate sheet of paper list the name, address, nature, and extent of any current or potential interest that any Village officer or employee may have in, or with respect to the owner, the applicant, or the property. **If none, check here:** X
(For more information, see Sections 2-71 through 2-85 of the Northbrook Municipal Code located on our website, or pick-up a copy of the Northbrook Ethics Code booklet in the Development & Planning Services Department at the Village Hall)

Repeat Application

Has any other application for this property been submitted to the Village and denied within the last two years?
____ yes X no (check one)
If yes, attach a statement of the grounds justifying reconsideration (See Zoning Code Sec. 11-302).

Applicant/Owner Acknowledgments

By execution of this application in the space provided below, the Applicant and Owner(s) do hereby certify, acknowledge, agree and affirm to the Village of Northbrook that:

1. The Village and its representatives have the right, and are hereby granted permission and license, to enter upon the property, and into any structures located thereon, for purposes of conducting any inspections that may be necessary in connection with this application.

2. I (We) have carefully read this application, the Northbrook Zoning Code and Northbrook Subdivision & Development Code and fully understand the terms and provisions of each.

3. I (We) waive any rights to exemption from disclosure under the Illinois Freedom of Information Act of any and all documents and information submitted in connection with this application.

4. I (We), in accordance with the requirements of the Annual Fee Ordinance, the Northbrook Zoning Code and the Northbrook Subdivision & Development Code, agree to pay all applicable filing fees and be responsible for the payment of all reimbursable expenses associated with the processing of this application.

Applicants may attach additional materials or exhibits to this application if necessary or helpful in explaining the relief requested.

DocuSigned by:
Signature of Applicant: _____ **Date** 7/28/2022
CDB50D2050ACA41...
Print Name & Title: Peter Chmielewski, Division President - Lennar Multifamily Communities LLC
Signatures of Property Owner(s): _____ **Date** _____
Print Name & Title: _____ **Property Address**: _____
****If more than one applicant or property owner, please copy this page and have additional applicants/property owners sign form.**

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

❑ Plat of Consolidation Worksheet

Filing Fees

All applications require payment of a non-refundable fee, as well as additional funds that are held in escrow to off-set anticipated recoverable expenses. Please attach a check with your application and indicate below the amount of the fee submitted. A copy of the fee schedule is attached to the application form.

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(For more information, see Sections 2-71 through 2-85 of the Northbrook Municipal Code located on our website, or pick-up a copy of the Northbrook Ethics Code booklet in the Development & Planning Services Department at the Village Hall)

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Applicant/Owner Acknowledgments

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1. The Village and its representatives have the right, and are hereby granted permission and license, to enter upon the property, and into any structures located thereon, for purposes of conducting any inspections that may be necessary in connection with this application.

2. I (We) have carefully read this application, the Northbrook Zoning Code and Northbrook Subdivision & Development Code and fully understand the terms and provisions of each.

3. I (We) waive any rights to exemption from disclosure under the Illinois Freedom of Information Act of any and all documents and information submitted in connection with this application.

4. I (We), in accordance with the requirements of the Annual Fee Ordinance, the Northbrook Zoning Code and the Northbrook Subdivision & Development Code, agree to pay all applicable filing fees and be responsible for the payment of all reimbursable expenses associated with the processing of this application.

Applicants may attach additional materials or exhibits to this application if necessary or helpful in explaining the relief requested.

Signature of Applicant: Richard Koenig **Date** 7/27/2022
Print Name & Title: Richard Koenig, Executive Director - Housing Opportunity Development Corporation
Signatures of Property Owner(s): _____ **Date** _____
Print Name & Title: _____ **Property Address:** _____
****If more than one applicant or property owner, please copy this page and have additional applicants/property owners sign form.**

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Note: Village review and approval of rezoning, special permit, and subdivision applications may be dependent upon the Applicant first receiving necessary approvals from State and County regulatory agencies such as, but not limited to, the Illinois Department of Transportation, Illinois Environmental Protection Agency, the Metropolitan Water Reclamation District of Greater Chicago, & the Cook County Highway Department.

ATTACHMENT A: Current Property Owner – Beneficial Interest N/A

Please check which of the following describes the current property owner's beneficial interest in the property and complete this sheet as instructed for each type of beneficial interest:

❑ Corporation	If **current property owner** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
❑ Partnership or LLC	If **current property owner** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
❑ Trust	If **current property owner** is a trust, please provide the trust number _____ and name and address of the Trustee _____ _____, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **current property owner** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: _____
_____
Address: _____
_____
Ownership or Trust Interest: _____ %

Name: _____
_____
Address: _____
_____
Ownership or Trust Interest: _____ %

Name: _____
_____
Address: _____
_____
Ownership or Trust Interest: _____ %

Name: _____
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Address: _____
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Ownership or Trust Interest: _____ %

Name: _____
_____
Address: _____
_____
Ownership or Trust Interest: _____ %

Name: _____
_____
Address: _____
_____
Ownership or Trust Interest: _____ %

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

ATTACHMENT B - Proposed Property Owner – Beneficial Interest [APPLICANT - LENNAR MULTIFAMILY COMMUNITIES]

Please check which of the following describes the proposed property owner's beneficial interest in the property and complete this sheet as instructed for each type of beneficial interest:

☐ Corporation	If the **proposed property owner** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
☑ Partnership or LLC	If **proposed property owner** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
☐ Trust	If **proposed property owner** is a trust, please provide the trust number _____ and name and address of the Trustee _____ _____, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **proposed property owner** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: US Home Corporation (which is wholly-owned by Lennar Corporation (NYSE:LEN)

Address: 10707 Clay Rd., Houston TX 77041

Ownership or Trust Interest: 100 %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

ATTACHMENT C - Applicant – Beneficial Interest [APPLICANT-LENNAR MULTIFAMILY HOMES LLC]

Please check which of the following describes the beneficial interest in the legal entity that is the applicant and complete this sheet as instructed for each type of beneficial interest:

❑ Corporation	If **applicant** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
☑ Partnership or LLC	If **applicant** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
❑ Trust	If the **applicant** is a trust, please provide the trust number _____ and name and address of the Trustee _____ _____, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **applicant** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: See Attachment B

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

ATTACHMENT B - Proposed Property Owner – Beneficial Interest [CO-APPLICANT--HODC]

Please check which of the following describes the proposed property owner's beneficial interest in the property and complete this sheet as instructed for each type of beneficial interest:

❑ Corporation	If the **proposed property owner** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
☑ Partnership or LLC	If **proposed property owner** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
❑ Trust	If **proposed property owner** is a trust, please provide the trust number _____ and name and address of the Trustee _____ _____, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **proposed property owner** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

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Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

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ATTACHMENT C - Applicant – Beneficial Interest [CO-APPLICANT--HODC]

Please check which of the following describes the beneficial interest in the legal entity that is the applicant and complete this sheet as instructed for each type of beneficial interest:

❑ Corporation	If **applicant** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
☑ Partnership or LLC	If **applicant** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
❑ Trust	If the **applicant** is a trust, please provide the trust number _____ and name and address of the Trustee _____ _____, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **applicant** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: See Attachment B

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

CONFORMITY WITH COMPREHENSIVE PLAN:

The Village of Northbrook Comprehensive Plan has designated the Subject Property as Major Corridor Multi-Use (MU-MC). Per the Comprehensive Plan, the MU-MC classification "is intended to provide areas to accommodate a mixture of higher density multi-family housing, retail, restaurant, business and professional offices, personal and business services, as well as entertainment, fitness, and religious and other membership organizations that are predominately integrated horizontally on a development site."

The proposed project is consistent with the Comprehensive Plan as it consists of higher density multi-family housing, retail and restaurant uses.

While the Comprehensive Plan did not cite the Village Green Residential and Commercial (VGRC) District as the applicable zoning district, the VGRC District had not yet been created at the time of the adoption of the Comprehensive Plan. The MU-MC land use classification does acknowledge that "a new zoning district may need to be created to accommodate the redevelopment of certain MU-MC areas."

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Project Narrative:

The Subject Property is an approximately 10.3 acre site which was previously occupied by Grainger for industrial and office uses. The proposed development is located just blocks from downtown Northbrook, the Metra station, and Glenbrook North High School.

The site is bound by Shermer Road on the west, the Chicago, Milwaukee and St. Paul Railroad tracks on the east. A mixed use development is to the south, which includes a bank with a drive through, office uses and a multi-family development. Some commercial uses exist to the north along Shermer and a residential development which fronts Oak Avenue is along the northern boundary of the Subject Property. The Village of Northbrook currently owns the site and has entered into a purchase agreement with the applicant, Quarterra Multifamily Communities, LLC ("QMC" or "Applicant"). QMC proposes to develop approximately 8.89 acres and donate approximately 1.49 acres to the co-applicant, Housing Opportunity Development Corp. ("HODC" or "Co-Applicant") for the development of affordable housing.

The bulk of the Subject Property is zoned I-1 Restricted Industrial District. The northernmost portion of the Subject Property is zoned R5 Single Family Residence District. The commercial uses to the north along Shermer Road are zoned C2 Neighborhood Commercial District, and the residential uses to the north are zoned either R5 Single Family Residence District or R8 Multi-Family Residential District. The development to the south is zoned RLC Residential and Limited Commercial District. The residential neighborhood to the west across Shermer Road is zoned R4 Single Family Residence District. The golf course to the east of the railroad tracks is zoned OS Open Space.

The Village of Northbrook Comprehensive Plan has designated the Subject Property as Major Corridor Multi-Use (MU-MC). Per the Comprehensive Plan, the MU-MC classification "is intended to provide areas to accommodate a mixture of higher density multi-family housing, retail, restaurant, business and professional offices, personal and business services, as well as entertainment, fitness, and religious and other membership organizations that are predominately integrated horizontally on a development site."

The Subject Property will be subdivided into two parcels with QMC developing a multifamily building and retail/restaurant outparcel ("Subarea A") and HODC developing a multifamily affordable housing building (Subarea "B"), all as further described below.

Stormwater management needs will be met by utilizing a combination of at-grade detention ponds and sub-grade storage facilities. Environmental remediation work will be necessary in order to permit residential uses on the Subject Property.

Subarea A - QMC Development:

The proposed multi-family residential building will include 335 residential units on five floors with 495 garage parking spaces. Sixty-four (64) surface parking spaces will also be provided that can be utilized flexibly by the multi-family residential building and the retail building (described in further detail below). The building will have a central lobby facing Shermer Road at the termination of the driveway. The building will have outdoor courtyards, a children's play area, a pool, open deck areas, meeting and business facilities, exercise rooms, bicycle storage and repair rooms, and ample lounge areas for all residents.

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Operationally the central lobby will feature QMC's onsite management team, planned to be staffed by approximately six people. Hours of operation are contemplated to be Monday-Friday 10am-6pm, Saturday 10am-5pm, and Sunday 11am-5pm. Delivery vehicles will que at the designated drop-off zone at the entrance. The lobby will feature a package locker system and oversized package room. Resident move-ins and furniture deliveries are planned at three possible locations. The first and most heavily utilized location will be a loading dock contained within the parking structure. This can accommodate a box truck, which in QMC's experience is primarily utilized by our resident pool. The second and third loading options are exterior loading berths located along the perimeter road. One will be located at the northeast corner of the building, and the other at the southeast corner of the building. These two loading berths can accommodate large moving trucks for those rare occurrences when larger vehicles need to be accommodated.

To satisfy the requirements of the Inclusionary Housing Ordinance (IHO) QMC has dedicated five of the multifamily units to be affordable in conformance with the IHO guidelines. Additionally, the 1.49 acre parcel immediately north of the proposed multi-family residential building will be donated to the Co-Applicant, HODC, for the construction of affordable housing as described below. The Applicant and Co-Applicant have submitted a separate Affordable Housing Compliance Plan.

A two-story 6,500 SF retail building is proposed alongside Shermer Road, with 51 spaces of dedicated parking. The target tenant for the proposed retail space is a high-end restaurant with a rooftop patio. As noted above, 64 surface parking spaces will be provided in conjunction with the multi-family residential building and can be utilized by the retail building, the residential building, and guests.

QMC anticipates commencing environmental remediation work and demolition in Spring 2023, assuming the necessary zoning approvals are granted by the end of 2022. Mass grading, utility and road work would then commence in early Summer of 2023.

Subarea B - HODC Development:

HODC proposes to construct an affordable building to provide rental housing for families and persons with disabilities at below-market rates. HODC will build a new four-story apartment building with 48 units and 60 surface parking spaces including 6 ADA-compliant spaces. There will be a mix of 1 bedroom, 2 bedroom, and 3 bedroom units. The development will serve low income households and at least half of the units will be reserved for persons who have a disability or households with a family member who has a disability. This includes persons with any type of disability who are able to live independently with supportive services.

The building will have a central lobby facing south in the middle of the building with covered entry. Amenities will include an on-site property management office, a central community room for group gatherings, an outdoor play area, tenant storage, dual elevators, and on-site laundry. The building will be built energy efficient to obtain National Green Building Standard's Silver certification. Rents will be made affordable to households earning less than 60% of area median income and will remain affordable for at least thirty years. A mix of state and federal funding will cover construction costs and provide rent and income guidelines.

HODC will own and manage the affordable building using existing property management and maintenance staff for at least half time each. HODC's service coordinators will be a liaison to local social service agencies to ensure that residents are able to access supportive services as needed. Hours of operation are expected

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to be Monday-Friday 9am-5pm with an emergency call center available for after-hours and weekends. Residents will be selected by property management staff using a state-approved tenant selection plan based on a wait list created for the property. Applicants will be required to pass a background check and credit check and must be income-eligible based on federal guidelines.

Tax and Fiscal Impact:

The development proposal stands to generate significant tax and other benefits to the Village of Northbrook and other taxing bodies. The total real estate taxes expected to be generated from the QMC and HODC developments is almost $2.1 Million. Impact fees from the project will be almost $2.4 Million allocated to the Northbrook Park District, Northbrook Public Library and various school districts. It is anticipated that the QMC development will generate 33 additional students and the HODC development will generate 9 students. The projects will also generate approximately 450 construction jobs and approximately 30 permanent jobs between the multi-family and retail portions of the development.

Zoning Requests:

The Applicant and Co-Applicant are seeking the following zoning approvals for the development:

1. Rezoning from I-1 and R-5 to VGRC Village Green Residential and Commercial Development
2. Zoning Code Text Amendment for Subsection 8-711A of Article VIII-Part VII to allow an increase in maximum height from 45’ and 4 stories to 70’ and 5 stories
3. Special Permits:
    a. For concept planned development
    b. To permit more than one principal structure on a zoning lot
    c. To permit a restaurant use in the VGRC District
    d. To permit outdoor seating accessory to a permitted eating place
4. Tentative Plat of Subdivision
5. Variations:
    a. To reduce the required number of loading berths from 1 to 0;
    b. To reduce the required front yard from 10’ to 2’ to accommodate parking;
    c. To reduce the required interior (south) yard from 5’ to 1’ to accommodate parking;
    d. To reduce the required rear yard from 20’ to 15’ on south parcel and from 20’ to 4’ on the north parcel to accommodate parking;
6. Waiver of the zoning code requirement for parking garage ramps not to exceed a slope of 8% to allow a slope of 15%
7. Exceptions to the Zoning Code in conjunction with a Mixed Use Planned Development application:
    a. Reduction of required lot area per dwelling unit from 1,815 square feet to 1,100 square feet
    b. Reduction of required number of parking spaces for an affordable housing apartment building from 2 spaces per unit to 1.25 spaces per unit
    c. Reduction of required number of parking spaces for an apartment building from 2 spaces per unit to 1.5 spaces per unit
    d. Elimination of the required wheel stops in parking stalls that are not adjacent to a curb
    e. Increase the maximum permitted parking garage slope from 5% to 6% for a parking garage accessory to an apartment building
    f. Increase the allowable square footage of ground signs from 25 square feet, but not to

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exceed 100 square feet per sign face

g. Increase the number of ground signs permitted in a planned development, and decrease the required space distance between signs

8. Site Plan Approval

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LMC/HODC – 1657 Shermer Road, Northbrook

Zoning Data

Site Area

Total:	448,723 sf (10.3 acres)
Sub-Area A:	383,921 sf (8.8 acres)
Sub-Area B:	64,802 sf (1.5 acres)

FAR Area

Total:	468,000 sf
Sub-Area A:	407,000 sf (550,788 gross square feet)
Sub-Area B:	61,000 sf

Building Height

Sub-Area A:	70'-0"
Sub-Area B:	45'-0"

Residential Units

Sub-Area A: 335 Residential Units
- (66) Studio
- (111) 1-Bed Units
- (38) 1-Bed + Den Units
- (84) 2-Bed Units
- (36) 3-Bed Units

Sub-Area B: 48 Residential Units
- (19) 1-Bed Units
- (17) 2-Bed Units
- (12) 3-Bed Units

Parking Spaces

Sub-Area A: 605 Parking Spaces

Retail:	51 Surface Parking Spaces
Residential:	490 Interior Parking Spaces
Flexible:	64 Surface Parking Spaces

Sub-Area B: 60 Parking Spaces

Bike Parking Spaces

Sub-Area A:	250 Bike Parking Spaces
Sub-Area B:	16 Bike Parking Spaces

Loading Berths

Sub-Area A:	1 Loading Berth
Sub-Area B:	1 Loading Berth

Building Coverage

Sub-Area A:	29%
Sub-Area B:	24%

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Village of
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REZONING & ZONING MAP WORKSHEET

In addition to submitting the *Formal Application* form for a rezoning request, also known as a zoning map amendment, the Applicant must include the following information with your application. A Plan Commission public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All of the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

- ☑ **7 collated copies of complete sets** of all application materials including the application form, required attachments, and folded full size plat/plan sheets
- ☑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

- ☑ **Specify Current Zoning District(s)**: I-1 and R-5
- ☑ **Specify Requested Zoning District(s)**: VGRC
- ☑ **Statement of Justification**

A written statement of need for the requested rezoning and zoning map amendment is required. The statement of justification shall address the following factors as outlined in Subsection 11-301 E of the Zoning Code. The staff, Plan Commission and Board of Trustees will use these standards in making a determination whether or not the proposed rezoning is appropriate. Please complete the below form (use additional paper if needed) and submit this form with the formal application.

a) The existing uses and zoning classifications of properties in the vicinity of the subject property.

See attached.

b) The trend of development in the vicinity of the subject property, including changes, if any, in such trend since the subject property was placed in its present plan designation or zoning classification.

See attached.

c) The extent to which the value of the subject property is diminished by the existing plan designation or zoning classification applicable to it.

See attached.

d) The extent to which such diminution in value is offset by an increase in the public health, safety and welfare.

See attached.

e) The extent, if any, to which the use and enjoyment of adjacent properties would be affected by the proposed amendment.

See attached.

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f) The extent, if any, to which the value of adjacent properties would be affected by the proposed amendment.

See attached.

g) The extent, if any, to which the future orderly development of adjacent properties would be affected by the proposed amendment.

See attached.

h) The suitability of the subject property for uses permitted or permissible under its present plan designation and zoning classification.

See attached.

i) The availability of adequate ingress to and egress from the subject property and the extent to which traffic conditions in the immediate vicinity of the subject property would be affected by the proposed amendment.

See attached.

j) The availability of adequate utilities and essential public services to the subject property to accommodate the uses permitted or permissible under its present plan designation and zoning classification.

See attached.

k) The length of time, if any, that the subject property has been vacant, considered in the context of the pace of development in the vicinity of the subject property.

See attached.

l) The community need for the proposed map amendment and for the uses and development it would allow.

See attached.

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Statement of Justification

Rezoning and Zoning Map Worksheet

a) The existing uses and zoning classifications of properties in the vicinity of the subject property.

The site is bound by Shermer Road on the west, the Chicago, Milwaukee and St. Paul Railroad tracks on the east. A mixed use development is to the south, which includes a bank with a drive through, office uses and a multi-family development. Some commercial uses exist to the north along Shermer and a residential development which fronts Oak Avenue is along the northern boundary of the Subject Property. The bulk of the Subject Property is zoned I-1 Restricted Industrial District. The northernmost portion of the Subject Property is zoned R5 Single Family Residence District. The commercial uses to the north along Shermer Road are zoned C2 Neighborhood Commercial District, and the residential uses to the north are zoned either R5 Single Family Residence District or R8 Multi-Family Residential District. The development to the south is zoned RLC Residential and Limited Commercial District. The residential neighborhood to the west across Shermer Road is zoned R4 Single Family Residence District. The golf course to the east of the railroad tracks is zoned OS Open Space.

b) The trend of development in the vicinity of the subject property, including changes, if any, in such trend since the subject property was placed in its present plan designation or zoning classification.

The Village of Northbrook Comprehensive Plan was adopted in 2010. At the time, the site was owned and operated by Grainger for industrial and office uses. The Village of Northbrook Comprehensive Plan has designated the Subject Property as Major Corridor Multi-Use (MU-MC). Per the Comprehensive Plan, the MU-MC classification "is intended to provide areas to accommodate a mixture of higher density multi-family housing, retail, restaurant, business and professional offices, personal and business services, as well as entertainment, fitness, and religious and other membership organizations that are predominately integrated horizontally on a development site." In 2018, the Village acquired the subject property and intended to utilize it for a new train station. The proposed VGRC zoning classification being sought was not established at the time of adoption of the Comprehensive Plan. The trend of development in the are has been toward multi-family and mixed uses, consistent with the Comprehensive Plan.

c) The extent to which the value of the subject property is diminished by the existing plan designation or zoning classification applicable to it.

The bulk of the subject site is zoned I-1 for industrial uses. Under the Industrial zoning, the value of the property is vastly diminished as there is no market for industrial uses at this location and industrial uses are not the highest and best use here.

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d) The extent to which such diminution in value is offset by an increase in the public health, safety and welfare.

There is no increase in public health, safety or welfare that would offset the value diminution. The site has been vacant for several years and prior to that, operated as a large, almost 200,000 s.f. industrial and office facility. The proposed development will greatly enhance the site, return the property back to the real estate tax rolls, provide alternative housing options and add to the commercial vibrancy of the Village.

e) The extent, if any, to which the use and enjoyment of adjacent properties would be affected by the proposed amendment.

The use and enjoyment of adjacent properties will not be adversely impacted. The development is complementary to the various land uses in the vicinity. The northern boundary of the parcel is heavily landscaped creating a buffer to the adjacent residential development. Traffic circulation for residents, deliveries and the retail/restaurant uses are contained within the site with ample parking and efficient circulation.

f) The extent, if any, to which the value of adjacent properties would be affected by the amendment.

The value of adjacent properties would not be devalued and in fact, would likely increase in value with the redevelopment of the site. The development is of a scope and scale contemplated by the Comprehensive Plan and would be contextual to the surrounding area and trend of development. with the proposed multi-family and retail development.

g) The extent, if any, to which the future orderly development of adjacent properties would be affected by the proposed amendment.

The proposed amendment would bring the zoning classification more in line with the surrounding properties which are residential or mixed-use in nature. Accordingly, there would be no impact on the orderly development of adjacent properties.

h) The suitability of the subject property for uses permitted or permissible under its present plan designation and zoning classification.

The site has been vacant for several years and its use as an industrial or office development is not feasible. The map amendment would align the zoning classification with the recommended land use and development recommendations of the Comprehensive Plan.

i) The availability of adequate ingress to and egress from the subject property and the extent to which traffic conditions in the immediate vicinity of the subject property would be affected by the proposed amendment.

The site is accessed solely from Shermer Avenue from an access aligned with Woodlawn Road. As determined by the Applicant's traffic study, area roadways and intersection have sufficient capacity to accommodate the traffic estimated to be generated by the proposed development.

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j) The availability of adequate utilities and essential public services to the subject property to accommodate the uses permitted or permissible under its present plan designation and zoning classification.

The development is being designed such that adequate utilities and essential public services are or will be available to the subject property.

k) The length of time, if any, that the subject property has been vacant, considered in the context of the pace of development in the vicinity of the subject property.

The site has ben vacant for approximately 4 years when Grainger relocated its operations and the Village acquired the site.

l) The community need for the proposed map amendment and for the uses and development it would allow.

The map amendment would allow for the redevelopment of the site with a mixed-use development including both luxury apartment units as well as affordable apartments, thereby adding a needed, diverse mix of housing options to the Village. With the proximity to the METRA station and the Village's downtown, the added population will add to the vibrancy of the Village. The site is currently tax exempt as it is owned by the Village. The acquisition and redevelopment of the site will return the property to the tax rolls, and will generate substantial revenues for the Village and other taxing bodies.

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Village of
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SITE PLAN APPROVAL WORKSHEET

In addition to submitting the *Formal Application* form for a site plan application, the Applicant must include the following information with your application. A Plan Commission public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All of the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

- ☑ **7 collated copies of complete sets** of all application materials including the application form, required attachments, and folded full size plat/plan sheets
- ☑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

☑ **Written Explanation of Application Request**

Attach a written statement explaining the proposal for which approval is being sought and of the existing zoning classification, use and development of the subject property. The scope and detail of such description shall be appropriate to the subject matter of the application, with special emphasis on those matters likely to be affected or impacted by the approval being sought in the application.

☑ **Graphic Depiction of Existing Conditions**

A proposed set of plans depicting the existing conditions of the site must be submitted with the application. The plans should include such items as:

- Existing Site Conditions and Topography
- Tree Survey and Protection Plan
- Location of water bodies and courses, wetlands, marshes and special flood hazard areas and floodways on or within 100 feet of the Subject Property
- Existing drainage structures and patterns
- Existing water, sewer, gas, electric, telephone and cable communications lines and easements
- Soil Conditions as they affect development
- Existing structures on the Subject Property (specify location, use, size, and height)

☑ **Proposed Plans**

A proposed set of plans pursuant to Article 11 Section 604 of the Zoning Code must be provided to illustrate the proposed Special Permit activity. The plans must include such items as:

- Proposed Site Plan Depicting:
  - location of proposed structures in relation to required setbacks and yards (specify location, use, size, FAR, GFA, net floor area, height, and building coverage)
  - where relevant, the number and size of dwelling units, by unit type and number of bedrooms
  - location of parking and loading area dimensions (including sizes of spaces, angles, and aisle widths) in relation to setbacks and yards
  - location of any proposed signs and fences
  - description of the calculation method utilized in computing all required statistics shown
  - location, designation and total area of all usable open space
- Vehicular and Pedestrian Circulation Plan (a traffic study may be necessary as well)
- Proposed Landscape Plan showing location, size and species of all trees, shrubs and other plant material
- Proposed Floor Plans for any proposed buildings.
- Proposed Building Elevations (include any proposed signs that appear on the facades)
- Proposed Exterior Lighting Plan with Fixture Details and Photometrics

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REQUIRED MATERIALS FOR SUBMISSION *(continued)*

- Preliminary Engineering Plans in Accordance with Village Standards
  - depict proposed surface and sub-surface drainage and retention and detention facilities
  - depict water, sewer, gas, electric, telephone and cable communications lines and easements

Other information such as parking or traffic studies, economic studies or more detailed design drawings may be requested by the staff, Plan Commission or Board of Trustees in an effort to determine the impacts of the proposed activity.

COMPLIANCE WITH VILLAGE REGULATIONS

All applications will be reviewed to determine compliance with the following Village codes and regulations:

- Zoning Code
- Subdivision & Development Code
- Standards and Specifications Manual
- Tree Protection and Tree Preservation Ordinance
- Existing Conditions
- Restrictive Covenants
- Development Agreements
- All other applicable Village codes and regulations

The applicant is responsible for ensuring a submitted application includes all of the necessary submittal requirements and meets all applicable standards and requirements of the Village codes.

Village Departments Involved with the Review of Community Planning Applications

- Development & Planning Services
- Fire
- Police
- Public Works and Engineering
- Village Attorney

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Village of
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SPECIAL PERMIT WORKSHEET [CONCEPT PLANNED DEVELOPMENT]

In addition to submitting the *Formal Application* form for a special permit application, the Applicant must include the following information with your application. A public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All of the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

- ☑ **7 collated copies of complete sets** of all application materials including the application form, required attachments, and folded full size plat/plan sheets
- ☑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

- **Written Explanation of Application Request**
  Attach a written statement explaining the proposed application. This letter should include the following applicable items, as well as any other pertinent detailed information pertaining to the request: hours of operation, number of employees, number of existing parking spaces on site, if the building has multiple tenants please list what the other tenant businesses are, if any existing buildings are being demolished, will the site be reconfigured, and if there will there be any included outdoor activity or uses.

- **Standard Industrial Classification Number & Description**
  Include on the line provided below the SIC (Standard Industrial Classification) number and description for the requested Special Permit Use. This number and description can be found in the Village of Northbrook Zoning Code or by contacting the Development & Planning Department. Every use contains a related SIC number and description.
  SIC Number & Description: 9280.00 Planned Unit Development

- **Visual Representation of Special Permit Request**
  - ☐ **Applications without Site Improvements Include: Graphic Depiction of Application Request**
    Attach a graphic depiction of the following, as appropriate, to illustrate the proposed special permit being requested:
    - parking information (location of spaces in relation to use;)
    - general floor plan;
    - building elevations (if the exterior is to be modified);
    - proposed exterior signs.

  -or-

  - ☑ **Applications with Site Improvements Include: Site Plan Approval Worksheet Requirements**
    If the requested Special Use Permit application involves any site modifications (i.e. construction or renovation of any structure(s), addition or expansion of a parking lot, relocation of driveway(s), removal or addition of trees, etc.) the Applicant must also submit a **Site Plan Approval Worksheet**.

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REQUIRED MATERIALS FOR SUBMISSION *(continued)*

- **Statement of Justification**

A written statement of need for the requested special permit is required. The statement should address each of the below Standards for Special Permit Applications established in Subsection 11-602 E of the Zoning Code and listed below. The staff, Plan Commission and Board of Trustees will use these standards in making a determination whether or not the proposed activity is appropriate. ***Please complete the below form (use additional paper if needed) and submit this form with the Formal Application. Please provide detailed responses for each item. Do not merely state for instance for Item (b) that "Our proposed project will not have substantial or undue adverse effect……" You must state what specifically about your project will not have undue adverse effect.***

(a) Code and Plan Purposes. The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

See attached.

(b) No Undue Adverse Impact. The proposed use, drainage and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

See attached.

(c) No Interference with Surrounding Development. The proposed use and development will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

See attached.

(d) Adequate Public Facilities. The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

See attached.

(e) No Traffic Congestion. The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

See attached.

(f) No Destruction of Significant Features. The proposed use and development will not result in the destruction, loss or damage of natural, scenic or historic feature of significant importance.

See attached.

(g) Compliance with Standards. The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.

See attached.

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COMPLIANCE WITH VILLAGE REGULATIONS

All applications will be reviewed to determine compliance with the following Village codes and regulations:

- Zoning Code
- Subdivision & Development Code
- Standards and Specifications Manual
- Tree Protection and Tree Preservation Ordinance
- Existing Conditions
- Restrictive Covenants
- Development Agreements
- All other applicable Village codes and regulations

The applicant is responsible for ensuring a submitted application includes all of the necessary submittal requirements and meets all applicable standards and requirements of the Village codes.

Village Departments Involved with the Review of Community Planning Applications

- Development & Planning Services
- Fire
- Police
- Public Works and Engineering
- Village Attorney

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Statement of Justification for Special Permits

[Concept Planned Development]

(a) Code and Plan Purposes. The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

The proposed development for a multi-family and mixed use development are in harmony with the general and specific purposes for which the Code was enacted and consistent with the general purpose and intent of the Comprehensive Plan. The Village of Northbrook Comprehensive Plan has designated the Subject Property as Major Corridor Multi-Use (MU-MC). Per the Comprehensive Plan, the MU-MC classification "is intended to provide areas to accommodate a mixture of higher density multi-family housing, retail, restaurant, business and professional offices, personal and business services, as well as entertainment, fitness, and religious and other membership organizations that are predominately integrated horizontally on a development site."

(b) No Undue Adverse Impact. The proposed use, drainage and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

The project is designed and will be constructed consistent with all required municipal and governmental approvals so that no substantial or undue adverse effects result.

(c) No Interference with Surrounding Development. The proposed use and development will be constructed. arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

The project is designed in such a way that respects the surrounding property owners to the north and south with adequate buffering. The project is of a size and scale that is appropriate for the location and size of the property so as to not interfere with surrounding development.

(d) Adequate Public Facilities. The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

The project design, including utilities and need for public services will be reviewed in conjunction with the approval process. The Applicant will be making the required impact fee contributions. Additionally, based on an analysis of anticipated student generation, neither multi-family building will create an adverse impact on the population of nearby schools.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

(e) **<u>No Traffic Congestion</u>. The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.**

The development is designed so that all vehicular access will be from Shermer Avenue with no access to any adjacent residential streets. As set forth in the Applicant's traffic study, the nearby roadways and intersections will not be adversely impacted by this development.

(f) **<u>No Destruction of Significant Features</u>. The proposed use and development will not result in the destruction, loss or damage of natural, scenic or historic features of significant importance.**

There are no significant natural, scenic or historic features on the property.

(g) **<u>Compliance with Standards</u>. The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.**

The development will comply.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Village of
Northbrook

SPECIAL PERMIT WORKSHEET RESTAURANT

In addition to submitting the *Formal Application* form for a special permit application, the Applicant must include the following information with your application. A public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All of the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

- ☑ **7 collated copies of complete sets** of all application materials including the application form, required attachments, and folded full size plat/plan sheets
- ☑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

- **Written Explanation of Application Request**
  Attach a written statement explaining the proposed application. This letter should include the following applicable items, as well as any other pertinent detailed information pertaining to the request: hours of operation, number of employees, number of existing parking spaces on site, if the building has multiple tenants please list what the other tenant businesses are, if any existing buildings are being demolished, will the site be reconfigured, and if there will there be any included outdoor activity or uses.

- **Standard Industrial Classification Number & Description**
  Include on the line provided below the SIC (Standard Industrial Classification) number and description for the requested Special Permit Use. This number and description can be found in the Village of Northbrook Zoning Code or by contacting the Development & Planning Department. Every use contains a related SIC number and description.
  SIC Number & Description: 5812.02 Eating Places

- **Visual Representation of Special Permit Request**
  - ☐ **Applications without Site Improvements Include: Graphic Depiction of Application Request**
    Attach a graphic depiction of the following, as appropriate, to illustrate the proposed special permit being requested:
    - parking information (location of spaces in relation to use;)
    - general floor plan;
    - building elevations (if the exterior is to be modified);
    - proposed exterior signs.

    -or-

  - ☑ **Applications with Site Improvements Include: Site Plan Approval Worksheet Requirements**
    If the requested Special Use Permit application involves any site modifications (i.e. construction or renovation of any structure(s), addition or expansion of a parking lot, relocation of driveway(s), removal or addition of trees, etc.) the Applicant must also submit a **Site Plan Approval Worksheet**.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

REQUIRED MATERIALS FOR SUBMISSION *(continued)*

- **Statement of Justification**

A written statement of need for the requested special permit is required. The statement should address each of the below Standards for Special Permit Applications established in Subsection 11-602 E of the Zoning Code and listed below. The staff, Plan Commission and Board of Trustees will use these standards in making a determination whether or not the proposed activity is appropriate. ***Please complete the below form (use additional paper if needed) and submit this form with the Formal Application. Please provide detailed responses for each item. Do not merely state for instance for Item (b) that "Our proposed project will not have substantial or undue adverse effect……" You must state what specifically about your project will not have undue adverse effect.***

(a) Code and Plan Purposes. The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

See attached.

(b) No Undue Adverse Impact. The proposed use, drainage and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

See attached.

(c) No Interference with Surrounding Development. The proposed use and development will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

See attached.

(d) Adequate Public Facilities. The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

See attached.

(e) No Traffic Congestion. The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

See attached.

(f) No Destruction of Significant Features. The proposed use and development will not result in the destruction, loss or damage of natural, scenic or historic feature of significant importance.

See attached.

(g) Compliance with Standards. The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.

See attached.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

COMPLIANCE WITH VILLAGE REGULATIONS

All applications will be reviewed to determine compliance with the following Village codes and regulations:

- Zoning Code
- Subdivision & Development Code
- Standards and Specifications Manual
- Tree Protection and Tree Preservation Ordinance
- Existing Conditions
- Restrictive Covenants
- Development Agreements
- All other applicable Village codes and regulations

The applicant is responsible for ensuring a submitted application includes all of the necessary submittal requirements and meets all applicable standards and requirements of the Village codes.

Village Departments Involved with the Review of Community Planning Applications

- Development & Planning Services
- Fire
- Police
- Public Works and Engineering
- Village Attorney

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Statement of Justification for Special Permits

[Restaurant in VGRC District]

(a) Code and Plan Purposes. The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

The proposed development for a multi-family and mixed use development are in harmony with the general and specific purposes for which the Code was enacted and consistent with the general purpose and intent of the Comprehensive Plan. The Village of Northbrook Comprehensive Plan has designated the Subject Property as Major Corridor Multi-Use (MU-MC). Per the Comprehensive Plan, the MU-MC classification "is intended to provide areas to accommodate a mixture of higher density multi-family housing, retail, restaurant, business and professional offices, personal and business services, as well as entertainment, fitness, and religious and other membership organizations that are predominately integrated horizontally on a development site." A restaurant use is consistent with the Comprehensive Land Use Plan.

(b) No Undue Adverse Impact. The proposed use, drainage and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

The project is designed and will be constructed consistent with all required municipal and governmental approvals so that no substantial or undue adverse effects result. The proposed restaurant use is situated at the front of the development, along Shermer Avenue, away from the neighboring properties on the north and south.

(c) No Interference with Surrounding Development. The proposed use and development will be constructed. arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

The project is designed in such a way that respects the surrounding property owners to the north and south with adequate buffering. The project is of a size and scale that is appropriate for the location and size of the property so as to not interfere with surrounding development. The proposed restaurant use is situated at the front of the development, along Shermer Avenue, away from the neighboring properties on the north and south.

(d) Adequate Public Facilities. The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

The development will be served adequately by essential public facilities and services. A restaurant use at this location will not create undue demand on any such services.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

(e) **<u>No Traffic Congestion</u>. The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.**

The proposed restaurant use is situated at the front of the development, along Shermer Avenue, away from the neighboring properties on the north and south. All vehicular access will be from Shermer Avenue with no access to any adjacent residential streets. The restaurant use will have ample parking separate from the multi-family building.

(f) **<u>No Destruction of Significant Features</u>. The proposed use and development will not result in the destruction, loss or damage of natural, scenic or historic features of significant importance.**

There are no significant natural, scenic or historic features on the property.

(g) **<u>Compliance with Standards</u>. The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.**

The development will comply.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Village of
Northbrook

SPECIAL PERMIT WORKSHEET ACCESSORY OUTDOOR SEATING

In addition to submitting the *Formal Application* form for a special permit application, the Applicant must include the following information with your application. A public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All of the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

- ☑ **7 collated copies of complete sets** of all application materials including the application form, required attachments, and folded full size plat/plan sheets
- ☑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

- **Written Explanation of Application Request**
  Attach a written statement explaining the proposed application. This letter should include the following applicable items, as well as any other pertinent detailed information pertaining to the request: hours of operation, number of employees, number of existing parking spaces on site, if the building has multiple tenants please list what the other tenant businesses are, if any existing buildings are being demolished, will the site be reconfigured, and if there will there be any included outdoor activity or uses.

- **Standard Industrial Classification Number & Description**
  Include on the line provided below the SIC (Standard Industrial Classification) number and description for the requested Special Permit Use. This number and description can be found in the Village of Northbrook Zoning Code or by contacting the Development & Planning Department. Every use contains a related SIC number and description.
  SIC Number & Description: 5812.03 Outdoor Seating Accessory to Eating Places

- **Visual Representation of Special Permit Request**
  - ☐ **Applications without Site Improvements Include: Graphic Depiction of Application Request**
    Attach a graphic depiction of the following, as appropriate, to illustrate the proposed special permit being requested:
    - parking information (location of spaces in relation to use;)
    - general floor plan;
    - building elevations (if the exterior is to be modified);
    - proposed exterior signs.

    -or-

  - ☑ **Applications with Site Improvements Include: Site Plan Approval Worksheet Requirements**
    If the requested Special Use Permit application involves any site modifications (i.e. construction or renovation of any structure(s), addition or expansion of a parking lot, relocation of driveway(s), removal or addition of trees, etc.) the Applicant must also submit a **Site Plan Approval Worksheet**.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

REQUIRED MATERIALS FOR SUBMISSION *(continued)*

- **Statement of Justification**

A written statement of need for the requested special permit is required. The statement should address each of the below Standards for Special Permit Applications established in Subsection 11-602 E of the Zoning Code and listed below. The staff, Plan Commission and Board of Trustees will use these standards in making a determination whether or not the proposed activity is appropriate. ***Please complete the below form (use additional paper if needed) and submit this form with the Formal Application. Please provide detailed responses for each item. Do not merely state for instance for Item (b) that "Our proposed project will not have substantial or undue adverse effect……" You must state what specifically about your project will not have undue adverse effect.***

(a) Code and Plan Purposes. The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

See attached.

(b) No Undue Adverse Impact. The proposed use, drainage and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

See attached.

(c) No Interference with Surrounding Development. The proposed use and development will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

See attached.

(d) Adequate Public Facilities. The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

See attached.

(e) No Traffic Congestion. The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

See attached.

(f) No Destruction of Significant Features. The proposed use and development will not result in the destruction, loss or damage of natural, scenic or historic feature of significant importance.

See attached.

(g) Compliance with Standards. The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.

See attached.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

COMPLIANCE WITH VILLAGE REGULATIONS

All applications will be reviewed to determine compliance with the following Village codes and regulations:

- Zoning Code
- Subdivision & Development Code
- Standards and Specifications Manual
- Tree Protection and Tree Preservation Ordinance
- Existing Conditions
- Restrictive Covenants
- Development Agreements
- All other applicable Village codes and regulations

The applicant is responsible for ensuring a submitted application includes all of the necessary submittal requirements and meets all applicable standards and requirements of the Village codes.

Village Departments Involved with the Review of Community Planning Applications

- Development & Planning Services
- Fire
- Police
- Public Works and Engineering
- Village Attorney

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Statement of Justification for Special Permits

[Outdoor Seating Accessory to Permitted Eating Place]

(a) Code and Plan Purposes. The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

The proposed development for a multi-family and mixed use development are in harmony with the general and specific purposes for which the Code was enacted and consistent with the general purpose and intent of the Comprehensive Plan. The Village of Northbrook Comprehensive Plan has designated the Subject Property as Major Corridor Multi-Use (MU-MC). Per the Comprehensive Plan, the MU-MC classification "is intended to provide areas to accommodate a mixture of higher density multi-family housing, retail, restaurant, business and professional offices, personal and business services, as well as entertainment, fitness, and religious and other membership organizations that are predominately integrated horizontally on a development site." A restaurant use with accessory outdoor seating is consistent with the Comprehensive Land Use Plan.

(b) No Undue Adverse Impact. The proposed use, drainage and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

The project is designed and will be constructed consistent with all required municipal and governmental approvals so that no substantial or undue adverse effects result. The proposed restaurant use with accessory outdoor seating is situated at the front of the development, along Shermer Avenue, away from the neighboring properties on the north and south.

(c) No Interference with Surrounding Development. The proposed use and development will be constructed. arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

The project is designed in such a way that respects the surrounding property owners to the north and south with adequate buffering. The project is of a size and scale that is appropriate for the location and size of the property so as to not interfere with surrounding development. The proposed restaurant use with accessory outdoor seating is situated at the front of the development, along Shermer Avenue, away from the neighboring properties on the north and south.

(d) Adequate Public Facilities. The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

The development will be served adequately by essential public facilities and services. A restaurant use with accessory outdoor seating at this location will not create undue demand on any such services.

(e) <u>No Traffic Congestion</u>. The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

The proposed restaurant use is situated at the front of the development, along Shermer Avenue, away from the neighboring properties on the north and south. All vehicular access will be from Shermer Avenue with no access to any adjacent residential streets. The restaurant use will have ample parking separate from the multi-family building sufficient for the restaurant and accessory outdoor seating.

(f) <u>No Destruction of Significant Features</u>. The proposed use and development will not result in the destruction, loss or damage of natural, scenic or historic features of significant importance.

There are no significant natural, scenic or historic features on the property.

(g) <u>Compliance with Standards</u>. The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.

The development will comply.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Village of
Northbrook

SPECIAL PERMIT WORKSHEET [More than 1 principal building on a zoning lo

In addition to submitting the *Formal Application* form for a special permit application, the Applicant must include the following information with your application. A public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All of the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

- ☑ **7 collated copies of complete sets** of all application materials including the application form, required attachments, and folded full size plat/plan sheets
- ☑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

- **Written Explanation of Application Request**
  Attach a written statement explaining the proposed application. This letter should include the following applicable items, as well as any other pertinent detailed information pertaining to the request: hours of operation, number of employees, number of existing parking spaces on site, if the building has multiple tenants please list what the other tenant businesses are, if any existing buildings are being demolished, will the site be reconfigured, and if there will there be any included outdoor activity or uses.

- **Standard Industrial Classification Number & Description**
  Include on the line provided below the SIC (Standard Industrial Classification) number and description for the requested Special Permit Use. This number and description can be found in the Village of Northbrook Zoning Code or by contacting the Development & Planning Department. Every use contains a related SIC number and description.
  SIC Number & Description: 9880.00 More Than One Principal Structure On A Single Zoning Lot

- **Visual Representation of Special Permit Request**
  - ☐ **Applications without Site Improvements Include: Graphic Depiction of Application Request**
    Attach a graphic depiction of the following, as appropriate, to illustrate the proposed special permit being requested:
    - parking information (location of spaces in relation to use;)
    - general floor plan;
    - building elevations (if the exterior is to be modified);
    - proposed exterior signs.

  -or-

  - ☑ **Applications with Site Improvements Include: Site Plan Approval Worksheet Requirements**
    If the requested Special Use Permit application involves any site modifications (i.e. construction or renovation of any structure(s), addition or expansion of a parking lot, relocation of driveway(s), removal or addition of trees, etc.) the Applicant must also submit a **Site Plan Approval Worksheet**.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

REQUIRED MATERIALS FOR SUBMISSION *(continued)*

- **Statement of Justification**

A written statement of need for the requested special permit is required. The statement should address each of the below Standards for Special Permit Applications established in Subsection 11-602 E of the Zoning Code and listed below. The staff, Plan Commission and Board of Trustees will use these standards in making a determination whether or not the proposed activity is appropriate. ***Please complete the below form (use additional paper if needed) and submit this form with the Formal Application. Please provide detailed responses for each item. Do not merely state for instance for Item (b) that "Our proposed project will not have substantial or undue adverse effect……" You must state what specifically about your project will not have undue adverse effect.***

(a) Code and Plan Purposes. The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

See attached.

(b) No Undue Adverse Impact. The proposed use, drainage and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

See attached.

(c) No Interference with Surrounding Development. The proposed use and development will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

See attached.

(d) Adequate Public Facilities. The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

See attached.

(e) No Traffic Congestion. The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

See attached.

(f) No Destruction of Significant Features. The proposed use and development will not result in the destruction, loss or damage of natural, scenic or historic feature of significant importance.

See attached.

(g) Compliance with Standards. The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.

See attached.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

COMPLIANCE WITH VILLAGE REGULATIONS

All applications will be reviewed to determine compliance with the following Village codes and regulations:

- Zoning Code
- Subdivision & Development Code
- Standards and Specifications Manual
- Tree Protection and Tree Preservation Ordinance
- Existing Conditions
- Restrictive Covenants
- Development Agreements
- All other applicable Village codes and regulations

The applicant is responsible for ensuring a submitted application includes all of the necessary submittal requirements and meets all applicable standards and requirements of the Village codes.

Village Departments Involved with the Review of Community Planning Applications

- Development & Planning Services
- Fire
- Police
- Public Works and Engineering
- Village Attorney

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Statement of Justification for Special Permits

[More than One Principal Building on a Zoning Lot]

(a) Code and Plan Purposes. The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

The proposed development for a multi-family and mixed use development are in harmony with the general and specific purposes for which the Code was enacted and consistent with the general purpose and intent of the Comprehensive Plan. The Village of Northbrook Comprehensive Plan has designated the Subject Property as Major Corridor Multi-Use (MU-MC). Per the Comprehensive Plan, the MU-MC classification "is intended to provide areas to accommodate a mixture of higher density multi-family housing, retail, restaurant, business and professional offices, personal and business services, as well as entertainment, fitness, and religious and other membership organizations that are predominately integrated horizontally on a development site." Allowing multiple buildings to be situated on the zoning lot furthers the purposes of the Comprehensive Plan.

(b) No Undue Adverse Impact. The proposed use, drainage and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

The project is designed and will be constructed consistent with all required municipal and governmental approvals so that no substantial or undue adverse effects result. Having multiple buildings does not create any undue adverse impact.

(c) No Interference with Surrounding Development. The proposed use and development will be constructed. arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

The project is designed in such a way that respects the surrounding property owners to the north and south with adequate buffering. The project is of a size and scale that is appropriate for the location and size of the property so as to not interfere with surrounding development. Having multiple buildings on the 10 acre parcel allows the development to be interspersed rather than concentrated in one area.

(d) Adequate Public Facilities. The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

The project design, including utilities and need for public services will be reviewed in conjunction with the approval process. The Applicant will be making the required impact fee contributions. Additionally, based on an analysis of anticipated student generation, neither multi-family building will create an adverse impact on the population of nearby schools.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Having multiple buildings on the zoning lot does not create any additional need for these services as compared to consolidating all within a single principal building.

(e) <u>No Traffic Congestion</u>. The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

The development is designed so that all vehicular access will be from Shermer Avenue with no access to any adjacent residential streets. As set forth in the Applicant's traffic study, the nearby roadways and intersections will not be adversely impacted by this development.

(f) <u>No Destruction of Significant Features</u>. The proposed use and development will not result in the destruction, loss or damage of natural, scenic or historic features of significant importance.

There are no significant natural, scenic or historic features on the property.

(g) <u>Compliance with Standards</u>. The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.

The development will comply.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Village of
Northbrook

TENTATIVE PLAT OF SUBDIVISION WORKSHEET

In addition to submitting the *Formal Application* form for a tentative plat of subdivision application, the Applicant must include the following information with your application. A tentative plat of subdivision cannot be reviewed by the Village unless and until a complete application has been filed. All of the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

- ☑ **8 collated copies of complete sets** of all application materials including the application form, required attachments, and folded full size plat/plan sheets
- ☑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

☑ **Written Explanation of Request**
Provide a letter or written statement explaining the proposed subdivision, the proposed subdivision name for file identification, and a description of the property location.

☑ **Legal Descriptions**
Legal descriptions for all lots involved in consolidation must be provided on the plat.

☑ **Title Insurance Policy**
Provide title insurance policy or documents showing any relevant easement, covenant or other deed.

☐ **Title Policy Report**
Provide current title policy report, or deed and title search.

☐ **Statement of Justification for Subdivision Variations**
If the applicant is requesting a variation of the standards of the Village of Northbrook Subdivision and Development Code, a written statement of need for the requested subdivision variation is required.

☑ **School District(s), Park District(s), and Sanitary and Drainage District(s)**
Provide the names of the school district(s), park districts(s), and sanitary and drainage districts within which the property is located.

☑ **North Cook County Soil and Water Conservation District Application**
If the property exceeds two (2) acres in size, evidence of an application to the North Cook County Soil and Water Conservation District requesting preparation of Natural Resources Assessment Report is required.

☑ **Proposed Tentative Plat of Subdivision**
A proposed tentative plat of subdivision pursuant to Section 3-101 (B) of the Subdivision and Development Code must be provided. The tentative plat must contain the following information. Specific details of these requirements can be found in Section 3-101 (B).

1. General Graphic Standards of Tentative Plat of Subdivision
2. General Subdivision Information
3. Transportation and Circulation System
4. Environmental Information
5. Utility Information
6. Other information as deemed necessary and reasonable for the review of any tentative Subdivision application may be requested by the Village Manager, Village Engineer, Plan Commission or Board of Trustees.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

OVER →

☑ **Preliminary Engineering and Tree Preservation Plans**
The following plan sheets or a combination of the following sheets must be included with a tentative plat application:

- Title & Note Sheet
- Preliminary Grading and Erosion Control Plan
- Stormwater Calculations
- Preliminary Utility Plan
- Existing Conditions, Preliminary Tree Removal/Preservation, and Demolition Plan
- Preliminary Landscape Plan

COMPLIANCE WITH VILLAGE REGULATIONS

All applications will be reviewed to determine compliance with the following Village codes and regulations:

- Zoning Code
- Subdivision & Development Code
- Standards and Specifications Manual
- Tree Protection and Tree Preservation Ordinance
- Existing Conditions
- Restrictive Covenants
- Development Agreements
- All other applicable Village codes and regulations

The applicant is responsible for ensuring a submitted application includes all of the necessary submittal requirements and meets all applicable standards and requirements of the Village codes.

Village Departments Involved with the Review of Community Planning Applications

- Development & Planning Services
- Fire
- Police
- Public Works and Engineering
- Village Attorney

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Village of
Northbrook

ZONING CODE TEXT AMENDMENT WORKSHEET

[INCREASED HEIGHT IN VGRC]

In addition to submitting the *Formal Application* form for a Zoning Code text amendment request, the Applicant must include the following information with your application. A Plan Commission public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All of the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

- ☑ **7 collated copies of complete sets** of all application materials including the application form, required attachments, and folded full size plat/plan sheets
- ☑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

☑ **Exact Wording of the Proposed Zoning Code Text Amendment**

Please provide the exact wording of the proposed Zoning Code Text Amendment in the below space (use additional paper if needed) and submit this form with the formal application.

Sec. 8-711 A(1)(c) 70 ft. in VGRC; Sec.8-711 A(2)(c) 5 stories in VGRC

☑ **Statement of Justification**

A written statement of the need and justification for the proposed text amendment is required. Please complete the use the space below (use additional paper if needed) and submit this form with the formal application.

Additional height is appropriate for multiple family developments and permits the more efficient use of land. The increased height is appropriate for the VGRC District due to the proximity to transit and the Village's downtown area.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Village of
Northbrook

ZONING VARIATION WORKSHEET [Parking ramp to exceed 8%]

In addition to submitting the *Plan Commission Application* form **for a zoning variation in conjunction with a special permit, subdivision, or rezoning application**, the Applicant must include the following information with your application. A Plan Commission public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All of the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

- ☑ **7 collated copies of complete sets** of all application materials including the application form, required attachments, and folded full size plat/plan sheets
- ☑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

☑ **Describe Variation Being Requested:**

Waiver of zoning code requirement in Section 9-104 C.3.c Slope: No ramp shall have a slope exceeding 8%.

☑ **Statement of Justification**

Every application filed pursuant to Section 11-503 of the Zoning Code shall provide a statement of how the variation sought would satisfy the standards set forth in Subsection 11-503 F of this Code. The staff, Plan Commission and Board of Trustees will use these standards in making a determination whether or not the proposed variation is appropriate. Please complete the below form (use additional paper if needed) and submit this form with the formal application.

(a) General Standard. No variation of the Zoning Code shall be granted unless the applicant shall establish that carrying out the strict letter of the provisions of Zoning Code would create a particular hardship or a practical difficulty. Such a showing shall require proof that the variation being sought satisfies each of the standards set forth below.

See attached

(b) Unique Physical Condition. The subject property is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject property that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.

See attached

(c) Not Self-Created. The aforesaid unique physical condition is not the result of any action or inaction of the owner or his predecessors in title and existed at the time of the enactment of the provisions from which a variation is sought or was created by natural forces or was the result of governmental action, other than the adoption of the Zoning Code, for which no compensation was paid.

See attached.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

OVER-

(d) Denied Substantial Rights. The carrying out of the strict letter of the provision from which a variation is sought would deprive the owner of the subject property of substantial rights commonly enjoyed by owners of other lots subject to the same provision.

See attached.

(e) Not Merely Special Privilege. The alleged hardship or difficulty is not merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely an inability to make more money from the sale of the subject property; provided, however, that where the standards herein set out exist, the existence of an economic hardship shall not be a prerequisite to the grant of an authorized variation.

See attached.

(f) Code and Plan Purposes. The variation would not result in a use or development of the subject property that would not be in harmony with the general and specific purposes for which the Zoning Code and the provision from which a variation is sought were enacted or the general purpose and intent of the Official Comprehensive Plan.

See attached.

(g) Essential Character of the Area. The variation would not result in a use or development on the subject property that:

1. Would be materially detrimental to the public welfare or materially injurious to the enjoyment, use, development value of property or improvements permitted in the vicinity;
2. Would materially impair an adequate supply of light and air to the properties and improvements in the vicinity;
3. Would substantially increase congestion in the public streets due to traffic or parking;
4. Would unduly increase the danger of flood or fire;
5. Would unduly tax public utilities and facilities in the area; or
6. Would endanger the public health or safety.

See attached.

COMPLIANCE WITH VILLAGE REGULATIONS

All applications will be reviewed to determine compliance with the following Village codes and regulations:

- Zoning Code
- Subdivision & Development Code
- Standards and Specifications Manual
- Tree Protection and Tree Preservation Ordinance
- Existing Conditions
- Restrictive Covenants
- Development Agreements
- All other applicable Village codes and regulations

The applicant is responsible for ensuring a submitted application includes all of the necessary submittal requirements and meets all applicable standards and requirements of the Village codes.

Village Departments Involved with the Review of Community Planning Applications

- Development & Planning Services
- Fire
- Police
- Public Works/Engineering
- Village Attorney

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Statement of Justification

Zoning Variation

[Parking Ramp to Exceed 8%]

(a) **General Standard. No variation of the Zoning Code shall be granted unless the applicant shall establish that carrying out the strict letter of the provisions of Zoning Code would create a particular hardship or a practical difficulty. Such a showing shall require proof that the variation being sought satisfies each of the standards set forth below.**

The Village's standard prohibiting any parking garage slopes in excess of 8% creates a practical difficulty and hardship as it results in the reduction of parking spaces that could be constructed in the proposed garage structure.

(b) **Unique Physical Condition. The subject property is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure or sign. whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject property that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.**

The application of the ordinance could create a unique situation in that, either fewer parking spaces could be constructed within the proposed structure, or a larger, more inefficient garage structure would have to be constructed in order to comply with the slope maximum.

(c) **Not Self-Created. The aforesaid unique physical condition is not the result of any action or inaction of the owner or his predecessors in title and existed at the time of the enactment of the provisions from which a variation is sought or was created by natural forces or was the result of governmental action, other than the adoption of the Zoning Code, for which no compensation was paid.**

The unique condition was not self-created by the Applicant.

(d) **Denied Substantial Rights. The carrying out of the strict letter of the provision from which a variation is sought would deprive the owner of the subject property of substantial rights commonly enjoyed by owners of other lots subject to the same provision.**

The Village's slope standard is unusually restrictive as compared to industry standards for parking garage slopes in urban and suburban parking garages. The imposition of an unduly restrictive standard would adversely impact the Applicant by either reducing the number of parking spaces or resulting in the need for a larger parking garage.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

(e) **Not Merely Special Privilege. The alleged hardship or difficulty is not merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely an inability to make more money from the sale of the subject property; provided, however, that where the standards herein set out exist, the existence of an economic hardship shall not be a prerequisite to the grant of an authorized variation.**

The inability to construct as many parking spaces as can safely and efficiently be provided in the proposed garage structure is not merely a special privilege. The imposition of the ramping standard would create an economic hardship by either reducing parking or forcing a larger garage to be built.

(f) **Code and Plan Purposes. The variation would not result in a use or development of the subject property that would not be in harmony with the general and specific purposes for which the Zoning Code and the provision from which a variation is sought were enacted or the general purpose and intent of the Official Comprehensive Plan.**

The variation would allow a development to be constructed that is consistent with the general purpose of the Zoning Code and Comprehensive Plan in that it would allow the development to provide ample parking and keep the building height down. It further provides the ability to provide significant bicycle storage under the speed ramp.

(g) **Essential Character of the Area. The variation would not result in a use or development on the subject property that:**

1. **Would be materially detrimental to the public welfare or materially injurious to the enjoyment, use, development value of property or improvements permitted in the vicinity;**
2. **Would materially impair an adequate supply of light and air to the properties and improvements in the vicinity;**
3. **Would substantially increase congestion in the public streets due to traffic or parking;**
4. **Would unduly increase the danger of flood or fire;**
5. **Would unduly tax public utilities and facilities in the area; or**
6. **Would endanger the public health or safety.**

The variation would not result in a development that would implicate any of the above standards. The industry standard for ramps is much higher and safe circulation along a speed ramp with a higher slope is customary. It further allows for room at the ground level for bicycle parking under the speed ramp.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Village of
Northbrook

ZONING VARIATION WORKSHEET [ELIMINATION OF LOADING BERTH]

In addition to submitting the *Plan Commission Application* form **for a zoning variation in conjunction with a special permit, subdivision, or rezoning application**, the Applicant must include the following information with your application. A Plan Commission public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All of the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

- ☑ **7 collated copies of complete sets** of all application materials including the application form, required attachments, and folded full size plat/plan sheets
- ☑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

☑ **Describe Variation Being Requested:**

to reduce the required number of loading berths from 1 to 0

☑ **Statement of Justification**

Every application filed pursuant to Section 11-503 of the Zoning Code shall provide a statement of how the variation sought would satisfy the standards set forth in Subsection 11-503 F of this Code. The staff, Plan Commission and Board of Trustees will use these standards in making a determination whether or not the proposed variation is appropriate. Please complete the below form (use additional paper if needed) and submit this form with the formal application.

(a) General Standard. No variation of the Zoning Code shall be granted unless the applicant shall establish that carrying out the strict letter of the provisions of Zoning Code would create a particular hardship or a practical difficulty. Such a showing shall require proof that the variation being sought satisfies each of the standards set forth below.

See attached.

(b) Unique Physical Condition. The subject property is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject property that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.

See attached.

(c) Not Self-Created. The aforesaid unique physical condition is not the result of any action or inaction of the owner or his predecessors in title and existed at the time of the enactment of the provisions from which a variation is sought or was created by natural forces or was the result of governmental action, other than the adoption of the Zoning Code, for which no compensation was paid.

See attached.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

OVER-

(d) Denied Substantial Rights. The carrying out of the strict letter of the provision from which a variation is sought would deprive the owner of the subject property of substantial rights commonly enjoyed by owners of other lots subject to the same provision.

See attached.

(e) Not Merely Special Privilege. The alleged hardship or difficulty is not merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely an inability to make more money from the sale of the subject property; provided, however, that where the standards herein set out exist, the existence of an economic hardship shall not be a prerequisite to the grant of an authorized variation.

See attached.

(f) Code and Plan Purposes. The variation would not result in a use or development of the subject property that would not be in harmony with the general and specific purposes for which the Zoning Code and the provision from which a variation is sought were enacted or the general purpose and intent of the Official Comprehensive Plan.

See attached.

(g) Essential Character of the Area. The variation would not result in a use or development on the subject property that:

1. Would be materially detrimental to the public welfare or materially injurious to the enjoyment, use, development value of property or improvements permitted in the vicinity;
2. Would materially impair an adequate supply of light and air to the properties and improvements in the vicinity;
3. Would substantially increase congestion in the public streets due to traffic or parking;
4. Would unduly increase the danger of flood or fire;
5. Would unduly tax public utilities and facilities in the area; or
6. Would endanger the public health or safety.

See attached.

COMPLIANCE WITH VILLAGE REGULATIONS

All applications will be reviewed to determine compliance with the following Village codes and regulations:

- Zoning Code
- Subdivision & Development Code
- Standards and Specifications Manual
- Tree Protection and Tree Preservation Ordinance
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- Development Agreements
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Village Departments Involved with the Review of Community Planning Applications

- Development & Planning Services
- Fire
- Police
- Public Works/Engineering
- Village Attorney

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Statement of Justification

Zoning Variation

[Elimination of Required Loading Berth]

(a) **General Standard. No variation of the Zoning Code shall be granted unless the applicant shall establish that carrying out the strict letter of the provisions of Zoning Code would create a particular hardship or a practical difficulty. Such a showing shall require proof that the variation being sought satisfies each of the standards set forth below.**

The Village's 12' x 50' loading berth requirement creates a practical difficulty and hardship as it results in the construction of an unnecessarily large loading berth when multiple loading areas can be provided to server the development more efficiently.

(b) **Unique Physical Condition. The subject property is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure or sign. whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject property that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.**

The application of the ordinance could create a unique situation in that, an unnecessarily large area would have to be devoted for the single loading berth, rather than providing multiple loading areas to serve the development. in the unnecessary and costly construction of parking spaces that would be unused.

(c) **Not Self-Created. The aforesaid unique physical condition is not the result of any action or inaction of the owner or his predecessors in title and existed at the time of the enactment of the provisions from which a variation is sought or was created by natural forces or was the result of governmental action, other than the adoption of the Zoning Code, for which no compensation was paid.**

The unique condition was not self-created by the Applicant.

(d) **Denied Substantial Rights. The carrying out of the strict letter of the provision from which a variation is sought would deprive the owner of the subject property of substantial rights commonly enjoyed by owners of other lots subject to the same provision.**

Allowing smaller loading areas to be provided throughout the development, rather than an unnecessarily large one, achieves a more practical and efficient result.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

(e) **<u>Not Merely Special Privilege</u>. The alleged hardship or difficulty is not merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely an inability to make more money from the sale of the subject property; provided, however, that where the standards herein set out exist, the existence of an economic hardship shall not be a prerequisite to the grant of an authorized variation.**

The imposition of the loading standard would create an economic hardship by allocating too much area to a single loading berth rather than dispersing multiple loading areas throughout.

(f) **<u>Code and Plan Purposes</u>. The variation would not result in a use or development of the subject property that would not be in harmony with the general and specific purposes for which the Zoning Code and the provision from which a variation is sought were enacted or the general purpose and intent of the Official Comprehensive Plan.**

The variation would allow a development to be constructed that is consistent with the general purpose of the Zoning Code and Comprehensive Plan in that it would allow the development to provide ample parking and loading efficiently throughout the development.

(g) **<u>Essential Character of the Area</u>. The variation would not result in a use or development on the subject property that:**

1. **Would be materially detrimental to the public welfare or materially injurious to the enjoyment, use, development value of property or improvements permitted in the vicinity;**
2. **Would materially impair an adequate supply of light and air to the properties and improvements in the vicinity;**
3. **Would substantially increase congestion in the public streets due to traffic or parking;**
4. **Would unduly increase the danger of flood or fire;**
5. **Would unduly tax public utilities and facilities in the area; or**
6. **Would endanger the public health or safety.**

The variation would not result in a development that would implicate any of the above standards. The variation would allow developments to construct ample loading areas.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Village of
Northbrook

ZONING VARIATION WORKSHEET [FRONT YARD VARIATION FROM 10' t

In addition to submitting the *Plan Commission Application* form **for a zoning variation in conjunction with a special permit, subdivision, or rezoning application**, the Applicant must include the following information with your application. A Plan Commission public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All of the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

- ☑ **7 collated copies of complete sets** of all application materials including the application form, required attachments, and folded full size plat/plan sheets
- ☑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

☑ **Describe Variation Being Requested:**

to reduce the front yard requirement from 10 feet to 2 feet

☑ **Statement of Justification**

Every application filed pursuant to Section 11-503 of the Zoning Code shall provide a statement of how the variation sought would satisfy the standards set forth in Subsection 11-503 F of this Code. The staff, Plan Commission and Board of Trustees will use these standards in making a determination whether or not the proposed variation is appropriate. Please complete the below form (use additional paper if needed) and submit this form with the formal application.

(a) General Standard. No variation of the Zoning Code shall be granted unless the applicant shall establish that carrying out the strict letter of the provisions of Zoning Code would create a particular hardship or a practical difficulty. Such a showing shall require proof that the variation being sought satisfies each of the standards set forth below.

See attached.

(b) Unique Physical Condition. The subject property is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject property that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.

See attached.

(c) Not Self-Created. The aforesaid unique physical condition is not the result of any action or inaction of the owner or his predecessors in title and existed at the time of the enactment of the provisions from which a variation is sought or was created by natural forces or was the result of governmental action, other than the adoption of the Zoning Code, for which no compensation was paid.

See attached.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

OVER-

(d) Denied Substantial Rights. The carrying out of the strict letter of the provision from which a variation is sought would deprive the owner of the subject property of substantial rights commonly enjoyed by owners of other lots subject to the same provision.

See attached.

(e) Not Merely Special Privilege. The alleged hardship or difficulty is not merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely an inability to make more money from the sale of the subject property; provided, however, that where the standards herein set out exist, the existence of an economic hardship shall not be a prerequisite to the grant of an authorized variation.

See attached.

(f) Code and Plan Purposes. The variation would not result in a use or development of the subject property that would not be in harmony with the general and specific purposes for which the Zoning Code and the provision from which a variation is sought were enacted or the general purpose and intent of the Official Comprehensive Plan.

See attached.

(g) Essential Character of the Area. The variation would not result in a use or development on the subject property that:

1. Would be materially detrimental to the public welfare or materially injurious to the enjoyment, use, development value of property or improvements permitted in the vicinity;
2. Would materially impair an adequate supply of light and air to the properties and improvements in the vicinity;
3. Would substantially increase congestion in the public streets due to traffic or parking;
4. Would unduly increase the danger of flood or fire;
5. Would unduly tax public utilities and facilities in the area; or
6. Would endanger the public health or safety.

See attached.

COMPLIANCE WITH VILLAGE REGULATIONS

All applications will be reviewed to determine compliance with the following Village codes and regulations:

- Zoning Code
- Subdivision & Development Code
- Standards and Specifications Manual
- Tree Protection and Tree Preservation Ordinance
- Existing Conditions
- Restrictive Covenants
- Development Agreements
- All other applicable Village codes and regulations

The applicant is responsible for ensuring a submitted application includes all of the necessary submittal requirements and meets all applicable standards and requirements of the Village codes.

Village Departments Involved with the Review of Community Planning Applications

- Development & Planning Services
- Fire
- Police
- Public Works/Engineering
- Village Attorney

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Statement of Justification

Zoning Variation

[Front Yard Reduction From 10 feet to 2 feet]

(a) **General Standard. No variation of the Zoning Code shall be granted unless the applicant shall establish that carrying out the strict letter of the provisions of Zoning Code would create a particular hardship or a practical difficulty. Such a showing shall require proof that the variation being sought satisfies each of the standards set forth below.**

The variation is being sought only in the area where a row of parking to serve the proposed retail building is proposed. Carrying out the strict letter of the Zoning Code would create a particular hardship or practical difficulty as it would reduce necessary parking.

(b) **Unique Physical Condition. The subject property is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure or sign. whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject property that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.**

The application of the ordinance could create a unique situation in that an entire row of parking to serve the retail would have to be eliminated in order to meet the setback requirement. In order to site the proposed buildings efficiently on the property while providing required parking, the reduced setback in this area is necessary.

(c) **Not Self-Created. The aforesaid unique physical condition is not the result of any action or inaction of the owner or his predecessors in title and existed at the time of the enactment of the provisions from which a variation is sought or was created by natural forces or was the result of governmental action, other than the adoption of the Zoning Code, for which no compensation was paid.**

The unique condition was not self-created by the Applicant.

(d) **Denied Substantial Rights. The carrying out of the strict letter of the provision from which a variation is sought would deprive the owner of the subject property of substantial rights commonly enjoyed by owners of other lots subject to the same provision.**

Reducing parking in order to meet the setback requirement would impact the viability of the proposed retail/restaurant use at this location.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

(e) **Not Merely Special Privilege. The alleged hardship or difficulty is not merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely an inability to make more money from the sale of the subject property; provided, however, that where the standards herein set out exist, the existence of an economic hardship shall not be a prerequisite to the grant of an authorized variation.**

The imposition of the setback standard would create an economic hardship by reducing parking required by ordinance or needed for the viability of the future retail/restaurant use.

(f) **Code and Plan Purposes. The variation would not result in a use or development of the subject property that would not be in harmony with the general and specific purposes for which the Zoning Code and the provision from which a variation is sought were enacted or the general purpose and intent of the Official Comprehensive Plan.**

The variation would allow a development to be constructed that is consistent with the general purpose of the Zoning Code and Comprehensive Plan in that it would allow the development to provide ample parking that enhances the viability of the future commercial use.

(g) **Essential Character of the Area. The variation would not result in a use or development on the subject property that:**

1. **Would be materially detrimental to the public welfare or materially injurious to the enjoyment, use, development value of property or improvements permitted in the vicinity;**
2. **Would materially impair an adequate supply of light and air to the properties and improvements in the vicinity;**
3. **Would substantially increase congestion in the public streets due to traffic or parking;**
4. **Would unduly increase the danger of flood or fire;**
5. **Would unduly tax public utilities and facilities in the area; or**
6. **Would endanger the public health or safety.**

The variation would not result in a development that would implicate any of the above standards. The variation would allow the development to provide necessary parking located where convenient to the future commercial use. The parking will be screened with landscaping, reducing any potential adverse impact.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Village of
Northbrook

ZONING VARIATION WORKSHEET [INTERIOR YARD VARIATION FROM 5' ']

In addition to submitting the *Plan Commission Application* form **for a zoning variation in conjunction with a special permit, subdivision, or rezoning application**, the Applicant must include the following information with your application. A Plan Commission public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All of the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

- ☑ **7 collated copies of complete sets** of all application materials including the application form, required attachments, and folded full size plat/plan sheets
- ☑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

☑ **Describe Variation Being Requested:**

to reduce the interior yard (south) requirement from 5 feet to 1 foot

☑ **Statement of Justification**

Every application filed pursuant to Section 11-503 of the Zoning Code shall provide a statement of how the variation sought would satisfy the standards set forth in Subsection 11-503 F of this Code. The staff, Plan Commission and Board of Trustees will use these standards in making a determination whether or not the proposed variation is appropriate. Please complete the below form (use additional paper if needed) and submit this form with the formal application.

(a) General Standard. No variation of the Zoning Code shall be granted unless the applicant shall establish that carrying out the strict letter of the provisions of Zoning Code would create a particular hardship or a practical difficulty. Such a showing shall require proof that the variation being sought satisfies each of the standards set forth below.

See attached.

(b) Unique Physical Condition. The subject property is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject property that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.

See attached.

(c) Not Self-Created. The aforesaid unique physical condition is not the result of any action or inaction of the owner or his predecessors in title and existed at the time of the enactment of the provisions from which a variation is sought or was created by natural forces or was the result of governmental action, other than the adoption of the Zoning Code, for which no compensation was paid.

See attached.

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OVER-

(d) Denied Substantial Rights. The carrying out of the strict letter of the provision from which a variation is sought would deprive the owner of the subject property of substantial rights commonly enjoyed by owners of other lots subject to the same provision.

See attached.

(e) Not Merely Special Privilege. The alleged hardship or difficulty is not merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely an inability to make more money from the sale of the subject property; provided, however, that where the standards herein set out exist, the existence of an economic hardship shall not be a prerequisite to the grant of an authorized variation.

See attached.

(f) Code and Plan Purposes. The variation would not result in a use or development of the subject property that would not be in harmony with the general and specific purposes for which the Zoning Code and the provision from which a variation is sought were enacted or the general purpose and intent of the Official Comprehensive Plan.

See attached.

(g) Essential Character of the Area. The variation would not result in a use or development on the subject property that:

1. Would be materially detrimental to the public welfare or materially injurious to the enjoyment, use, development value of property or improvements permitted in the vicinity;
2. Would materially impair an adequate supply of light and air to the properties and improvements in the vicinity;
3. Would substantially increase congestion in the public streets due to traffic or parking;
4. Would unduly increase the danger of flood or fire;
5. Would unduly tax public utilities and facilities in the area; or
6. Would endanger the public health or safety.

See attached.

COMPLIANCE WITH VILLAGE REGULATIONS

All applications will be reviewed to determine compliance with the following Village codes and regulations:

- Zoning Code
- Subdivision & Development Code
- Standards and Specifications Manual
- Tree Protection and Tree Preservation Ordinance
- Existing Conditions
- Restrictive Covenants
- Development Agreements
- All other applicable Village codes and regulations

The applicant is responsible for ensuring a submitted application includes all of the necessary submittal requirements and meets all applicable standards and requirements of the Village codes.

Village Departments Involved with the Review of Community Planning Applications

- Development & Planning Services
- Fire
- Police
- Public Works/Engineering
- Village Attorney

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Statement of Justification

Zoning Variation

[Interior Yard (South) Reduction From 5 feet to 1 foot]

(a) **General Standard. No variation of the Zoning Code shall be granted unless the applicant shall establish that carrying out the strict letter of the provisions of Zoning Code would create a particular hardship or a practical difficulty. Such a showing shall require proof that the variation being sought satisfies each of the standards set forth below.**

The variation is being sought along the southern property line to accommodate parallel parking spaces adjacent to the interior road. Carrying out the strict letter of the Zoning Code would create a particular hardship or practical difficulty as it would reduce necessary parking.

(b) **Unique Physical Condition. The subject property is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure or sign. whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject property that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.**

The subject property is irregularly-shaped with areas that are deeper in parts, making an efficient layout of the buildings and parking challenging. Due to the siting of the building, in order to accommodate this interior yard requirement, a row of parallel parking spaces would have to be eliminated.

(c) **Not Self-Created. The aforesaid unique physical condition is not the result of any action or inaction of the owner or his predecessors in title and existed at the time of the enactment of the provisions from which a variation is sought or was created by natural forces or was the result of governmental action, other than the adoption of the Zoning Code, for which no compensation was paid.**

The unique condition was not self-created by the Applicant.

(d) **Denied Substantial Rights. The carrying out of the strict letter of the provision from which a variation is sought would deprive the owner of the subject property of substantial rights commonly enjoyed by owners of other lots subject to the same provision.**

Reducing parking in order to meet the setback requirement would reduce parking that is desired for the development with no commensurate benefit if the setback requirement

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was met. The subject area is directly adjacent to the parking area of the adjacent development to the south.

(e) **Not Merely Special Privilege. The alleged hardship or difficulty is not merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely an inability to make more money from the sale of the subject property; provided, however, that where the standards herein set out exist, the existence of an economic hardship shall not be a prerequisite to the grant of an authorized variation.**

The imposition of the setback standard would create an economic hardship by reducing parking needed for the development.

(f) **Code and Plan Purposes. The variation would not result in a use or development of the subject property that would not be in harmony with the general and specific purposes for which the Zoning Code and the provision from which a variation is sought were enacted or the general purpose and intent of the Official Comprehensive Plan.**

The variation would allow a development to be constructed that is consistent with the general purpose of the Zoning Code and Comprehensive Plan in that it would allow the development to provide ample parking that enhances the viability of the development.

(g) **Essential Character of the Area. The variation would not result in a use or development on the subject property that:**

1. **Would be materially detrimental to the public welfare or materially injurious to the enjoyment, use, development value of property or improvements permitted in the vicinity;**
2. **Would materially impair an adequate supply of light and air to the properties and improvements in the vicinity;**
3. **Would substantially increase congestion in the public streets due to traffic or parking;**
4. **Would unduly increase the danger of flood or fire;**
5. **Would unduly tax public utilities and facilities in the area; or**
6. **Would endanger the public health or safety.**

The variation would not result in a development that would implicate any of the above standards. The variation would allow the development to provide necessary parking located in the area adjacent the parking area of the development to the south.

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Village of
Northbrook

ZONING VARIATION WORKSHEET [Rear Yard Variations]

In addition to submitting the *Plan Commission Application* form **for a zoning variation in conjunction with a special permit, subdivision, or rezoning application**, the Applicant must include the following information with your application. A Plan Commission public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All of the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

- ☑ **7 collated copies of complete sets** of all application materials including the application form, required attachments, and folded full size plat/plan sheets
- ☑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

☑ **Describe Variation Being Requested:**

to reduce the rear yard (east) requirement from 20 feet to 15 feet on the south parcel and 20 feet to 4 feet on the north parcel to accommodate parking.

☑ **Statement of Justification**

Every application filed pursuant to Section 11-503 of the Zoning Code shall provide a statement of how the variation sought would satisfy the standards set forth in Subsection 11-503 F of this Code. The staff, Plan Commission and Board of Trustees will use these standards in making a determination whether or not the proposed variation is appropriate. Please complete the below form (use additional paper if needed) and submit this form with the formal application.

(a) General Standard. No variation of the Zoning Code shall be granted unless the applicant shall establish that carrying out the strict letter of the provisions of Zoning Code would create a particular hardship or a practical difficulty. Such a showing shall require proof that the variation being sought satisfies each of the standards set forth below.

See attached.

(b) Unique Physical Condition. The subject property is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject property that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.

See attached.

(c) Not Self-Created. The aforesaid unique physical condition is not the result of any action or inaction of the owner or his predecessors in title and existed at the time of the enactment of the provisions from which a variation is sought or was created by natural forces or was the result of governmental action, other than the adoption of the Zoning Code, for which no compensation was paid.

See attached.

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(d) Denied Substantial Rights. The carrying out of the strict letter of the provision from which a variation is sought would deprive the owner of the subject property of substantial rights commonly enjoyed by owners of other lots subject to the same provision.

See attached.

(e) Not Merely Special Privilege. The alleged hardship or difficulty is not merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely an inability to make more money from the sale of the subject property; provided, however, that where the standards herein set out exist, the existence of an economic hardship shall not be a prerequisite to the grant of an authorized variation.

See attached.

(f) Code and Plan Purposes. The variation would not result in a use or development of the subject property that would not be in harmony with the general and specific purposes for which the Zoning Code and the provision from which a variation is sought were enacted or the general purpose and intent of the Official Comprehensive Plan.

See attached.

(g) Essential Character of the Area. The variation would not result in a use or development on the subject property that:

1. Would be materially detrimental to the public welfare or materially injurious to the enjoyment, use, development value of property or improvements permitted in the vicinity;
2. Would materially impair an adequate supply of light and air to the properties and improvements in the vicinity;
3. Would substantially increase congestion in the public streets due to traffic or parking;
4. Would unduly increase the danger of flood or fire;
5. Would unduly tax public utilities and facilities in the area; or
6. Would endanger the public health or safety.

See attached.

COMPLIANCE WITH VILLAGE REGULATIONS

All applications will be reviewed to determine compliance with the following Village codes and regulations:

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- Restrictive Covenants
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- All other applicable Village codes and regulations

The applicant is responsible for ensuring a submitted application includes all of the necessary submittal requirements and meets all applicable standards and requirements of the Village codes.

Village Departments Involved with the Review of Community Planning Applications

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Statement of Justification

Zoning Variation

[Rear Yard (East) Reduction From 20 feet to 15 feet (for southern parcel) and Rear Yard (East) Reduction from 20 feet to 4 feet (for northern parcel)]

(a) **General Standard. No variation of the Zoning Code shall be granted unless the applicant shall establish that carrying out the strict letter of the provisions of Zoning Code would create a particular hardship or a practical difficulty. Such a showing shall require proof that the variation being sought satisfies each of the standards set forth below.**

The variations are being sought in a small area at the northeast corner of the Subarea A (south parcel) multi-family building and at the rear (east) end of the parking lot for Subarea B (north parcel) in order to accommodate additional surface parking. Carrying out the strict letter of the Zoning Code would create a particular hardship or practical difficulty as it would reduce necessary parking.

(b) **Unique Physical Condition. The subject property is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure or sign. whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject property that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.**

The width of the property narrows as it follows the existing railroad right-of-way. This creates a "pinchpoint" where the rear interior roadway, which provides parallel parking on both sides, would have to be narrowed in order to comply. Furthermore, on the north parcel, the railroad right-of-way, running on a diagonal, shortens the northern property line, reducing the lot depth.

(c) **Not Self-Created. The aforesaid unique physical condition is not the result of any action or inaction of the owner or his predecessors in title and existed at the time of the enactment of the provisions from which a variation is sought or was created by natural forces or was the result of governmental action, other than the adoption of the Zoning Code, for which no compensation was paid.**

The unique condition was not self-created by the Applicant.

(d) **Denied Substantial Rights. The carrying out of the strict letter of the provision from which a variation is sought would deprive the owner of the subject property of substantial rights commonly enjoyed by owners of other lots subject to the same provision.**

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Reducing parking in order to meet the setback requirement would reduce parking that is desired for the development with no commensurate benefit if the setback requirement was met. The subject area is directly adjacent to the railroad tracks and would be screened by landscaping.

(e) **Not Merely Special Privilege. The alleged hardship or difficulty is not merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely an inability to make more money from the sale of the subject property; provided, however, that where the standards herein set out exist, the existence of an economic hardship shall not be a prerequisite to the grant of an authorized variation.**

The imposition of the setback standard would create an economic hardship by reducing parking needed for the development.

(f) **Code and Plan Purposes. The variation would not result in a use or development of the subject property that would not be in harmony with the general and specific purposes for which the Zoning Code and the provision from which a variation is sought were enacted or the general purpose and intent of the Official Comprehensive Plan.**

The variation would allow a development to be constructed that is consistent with the general purpose of the Zoning Code and Comprehensive Plan in that it would allow the development to provide ample parking that enhances the viability of the development.

(g) **Essential Character of the Area. The variation would not result in a use or development on the subject property that:**

1. **Would be materially detrimental to the public welfare or materially injurious to the enjoyment, use, development value of property or improvements permitted in the vicinity;**
2. **Would materially impair an adequate supply of light and air to the properties and improvements in the vicinity;**
3. **Would substantially increase congestion in the public streets due to traffic or parking;**
4. **Would unduly increase the danger of flood or fire;**
5. **Would unduly tax public utilities and facilities in the area; or**
6. **Would endanger the public health or safety.**

The variation would not result in a development that would implicate any of the above standards. The variation would allow the development to provide necessary parking located in the area adjacent to the railroad tracks. The parking will be screened with landscaping, reducing any potential adverse impact.

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Village of Northbrook

Quarterra Multifamily Communities, LLC (the "Applicant") and
Housing Opportunity Development Corporation (the "Co-Applicant")

1657 Shermer Road

EXCEPTIONS TO THE ZONING CODE REQUIREMENTS IN CONJUNCTION WITH A MIXED USE PLANNED DEVELOPMENT APPLICATION

1. **Reduction of required lot area per dwelling unit from 1,815 square feet to 1,100 square feet:**

a) Consistent With Code and Plan Purposes. The proposed exception will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

The Village of Northbrook Comprehensive Plan has designated the Subject Property as Major Corridor Multi-Use (MU-MC). Per the Comprehensive Plan, the MU-MC classification "is intended to provide areas to accommodate a mixture of higher density multi-family housing, retail, restaurant, business and professional offices, personal and business services, as well as entertainment, fitness, and religious and other membership organizations that are predominately integrated horizontally on a development site."

The proposed project is consistent with the Comprehensive Plan as it consists of higher density multi-family housing, retail and restaurant uses.

While the Comprehensive Plan did not cite the Village Green Residential and Commercial (VGRC) District as the applicable zoning district, the VGRC District had not yet been created at the time of the adoption of the Comprehensive Plan. The MU-MC land use classification does acknowledge that "a new zoning district may need to be created to accommodate the redevelopment of certain MU-MC areas." The reduced lot area per dwelling unit requirement in the VGRC District is appropriate for multiple family residential developments to permit the necessary density to maintain the viability of projects such as the proposed. Increased density in proximity to public transit and the Village's downtown area will maintain the vibrancy of the Village, providing for a more diverse housing stock and options for current and future Village residents.

b) No Undue Adverse Impact. The proposed exception will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

The exception will not have a substantial or undue adverse impact. The site is designed in such a way as to accommodate the requested density while providing ample parking, amenities and open space. The site will meet all requirements as to stormwater management and traffic can be accommodated within the site and within the existing traffic patterns in the vicinity.

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c) Compatible with Surrounding Area. The proposed exception will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

The project is designed such as to pull the building back from Shermer and away from neighboring properties with landscaping and buffering. It will not interfere with the use and development of neighboring property.

d) Adequate Public Facilities. The proposed exception will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

The additional density can be accommodated by existing essential facilities and services. The project has been reviewed by the Fire and Police Dept as well as the adjacent school district. The development will meet all codes relative to sanitary and stormwater needs.

e) No Traffic Congestion. The proposed exception will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

The traffic study prepared by the Applicant's consultant, as reviewed and accepted by the Village's consultant, has determined that the project will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

f) No Destruction of Significant Features. The proposed exception will not result in the destruction, loss or damage of natural, scenic or historic feature of significant importance.

There are no natural, scenic or historic features of significant importance.

g) Compliance with Standards. The proposed exception otherwise complies with all additional standards imposed on it by the particular provision of this Code.

Except for the zoning relief sought as part of the overall development approvals, the project otherwise complies with all additional standards.

h) Quality Design & Construction. The proposed exception demonstrates high quality design and uses construction materials and colors that are compatible with other structures on the property and other properties in the vicinity.

The buildings demonstrate high quality design, quality building materials and architecture that is compatible with the appearance and scale of the vicinity.

2. Reduction of required number of parking spaces for an affordable housing apartment building from 2 spaces per unit to 1.25 spaces per unit:

a) Consistent With Code and Plan Purposes. The proposed exception will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of

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the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

See Response to 1.a. above.

b) No Undue Adverse Impact. The proposed exception will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

The reduction in parking for affordable housing units will not have an adverse impact. A 1.25 parking space to unit ratio is consistent with the demand for parking for such units. The site is transit-served.

c) Compatible with Surrounding Area. The proposed exception will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

The parking proposed will be sufficient to meet demand for the affordable housing units and will not interfere with the use and development of neigboring property. The project provides additional flexible spaces that can be utilized at times when additional parking may be needed.

d) Adequate Public Facilities. The proposed exception will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

The exception sought will not have an impact on public facilities.

e) No Traffic Congestion. The proposed exception will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

Reducing parking in such a way as to meet existing demand will positively impact traffic in the area.

f) No Destruction of Significant Features. The proposed exception will not result in the destruction, loss or damage of natural, scenic or historic feature of significant importance.

There are no natural, scenic or historic features of significant importance.

g) Compliance with Standards. The proposed exception otherwise complies with all additional standards imposed on it by the particular provision of this Code.

Except for the zoning relief sought as part of the overall development approvals, the project otherwise complies with all additional standards.

h) Quality Design & Construction. The proposed exception demonstrates high quality design and uses construction materials and colors that are compatible with other structures on the property and other properties in the vicinity.

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The buildings demonstrate high quality design, quality building materials and architecture that is compatible with the appearance and scale of the vicinity.

3. Reduction of required number of parking spaces for an apartment building from 2 spaces per unit to 1.5 spaces per unit:

a) Consistent With Code and Plan Purposes. The proposed exception will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

See Response to 1.a. above.

b) No Undue Adverse Impact. The proposed exception will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

The reduction in parking for multi-family units will not have an adverse impact. A 1.50 parking space to unit ratio is consistent with the demand for parking for such units. The site is transit-served with access to transportation options and other amenities. Additionally, 63 flexible parking spaces are provided to absorb occasional additional demand.

c) Compatible with Surrounding Area. The proposed exception will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

The parking proposed will be sufficient to meet demand for the multi-family housing units and will not interfere with the use and development of neighboring property. The project provides additional flexible spaces that can be utilized at times when additional parking may be needed.

d) Adequate Public Facilities. The proposed exception will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

The exception sought will not have an impact on public facilities.

e) No Traffic Congestion. The proposed exception will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

Reducing parking in such a way as to meet existing demand will positively impact traffic in the area.

f) No Destruction of Significant Features. The proposed exception will not result in the destruction, loss or damage of natural, scenic or historic feature of significant importance.

There are no natural, scenic or historic features of significant importance.

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g) Compliance with Standards. The proposed exception otherwise complies with all additional standards imposed on it by the particular provision of this Code.

Except for the zoning relief sought as part of the overall development approvals, the project otherwise complies with all additional standards.

h) Quality Design & Construction. The proposed exception demonstrates high quality design and uses construction materials and colors that are compatible with other structures on the property and other properties in the vicinity.

The buildings demonstrate high quality design, quality building materials and architecture that is compatible with the appearance and scale of the vicinity.

4. Elimination of the required wheel stops in parking stalls that are not adjacent to a curb:

a) Consistent With Code and Plan Purposes. The proposed exception will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

See Response to 1.a. above.

b) No Undue Adverse Impact. The proposed exception will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

The elimination of wheel stops in parking areas that are not adjacent to a curb are common place and will not have any impact on adjacent property or character of the area. The elimination allows for additional parking to be provided within the development.

c) Compatible with Surrounding Area. The proposed exception will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

The exception sought will have no impact on the use or development of neighboring property.

d) Adequate Public Facilities. The proposed exception will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

The exception sought will not have an impact on public facilities.

e) No Traffic Congestion. The proposed exception will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

The elimination of wheel stops will not have an impact on traffic.

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f) No Destruction of Significant Features. The proposed exception will not result in the destruction, loss or damage of natural, scenic or historic feature of significant importance.

There are no natural, scenic or historic features of significant importance.

g) Compliance with Standards. The proposed exception otherwise complies with all additional standards imposed on it by the particular provision of this Code.

Except for the zoning relief sought as part of the overall development approvals, the project otherwise complies with all additional standards.

h) Quality Design & Construction. The proposed exception demonstrates high quality design and uses construction materials and colors that are compatible with other structures on the property and other properties in the vicinity.

The buildings demonstrate high quality design, quality building materials and architecture that is compatible with the appearance and scale of the vicinity.

5. Increase the maximum permitted parking garage slope from 5% to 6% for a parking garage accessory to an apartment building:

a) Consistent With Code and Plan Purposes. The proposed exception will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

See Response 1.a. above.

b) No Undue Adverse Impact. The proposed exception will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

The increased slope will have no effect. A 6% slope is customary in both urban and suburban settings. The lower slope reduces the efficiency of the parking design and layout such that substantially less parking could be accommodated in the garage.

c) Compatible with Surrounding Area. The proposed exception will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

The exception sought will have no impact on the use or development of neighboring property.

d) Adequate Public Facilities. The proposed exception will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

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The exception sought will not have an impact on public facilities.

e) No Traffic Congestion. The proposed exception will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

The increased slope will not have an impact on traffic.

f) No Destruction of Significant Features. The proposed exception will not result in the destruction, loss or damage of natural, scenic or historic feature of significant importance.

There are no natural, scenic or historic features of significant importance.

g) Compliance with Standards. The proposed exception otherwise complies with all additional standards imposed on it by the particular provision of this Code.

Except for the zoning relief sought as part of the overall development approvals, the project otherwise complies with all additional standards.

h) Quality Design & Construction. The proposed exception demonstrates high quality design and uses construction materials and colors that are compatible with other structures on the property and other properties in the vicinity.

The buildings demonstrate high quality design, quality building materials and architecture that is compatible with the appearance and scale of the vicinity.

6. Increase the allowable square footage of ground signs from 25 square feet, but not to exceed 100 square feet per sign face:

a) Consistent With Code and Plan Purposes. The proposed exception will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

See Response to 1.a. above.

b) No Undue Adverse Impact. The proposed exception will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

The increased signage will have no effect. The signs will be in character, both style and size of the area and similar developments.

c) Compatible with Surrounding Area. The proposed exception will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

The exception sought will have no impact on the use or development of neighboring property.

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d) Adequate Public Facilities. The proposed exception will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

The exception sought will not have an impact on public facilities.

e) No Traffic Congestion. The proposed exception will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

The increased signage will not have an impact on traffic.

f) No Destruction of Significant Features. The proposed exception will not result in the destruction, loss or damage of natural, scenic or historic feature of significant importance.

There are no natural, scenic or historic features of significant importance.

g) Compliance with Standards. The proposed exception otherwise complies with all additional standards imposed on it by the particular provision of this Code.

Except for the zoning relief sought as part of the overall development approvals, the project otherwise complies with all additional standards.

h) Quality Design & Construction. The proposed exception demonstrates high quality design and uses construction materials and colors that are compatible with other structures on the property and other properties in the vicinity.

The buildings demonstrate high quality design, quality building materials and architecture that is compatible with the appearance and scale of the vicinity.

7. Increase the number of ground signs permitted in a planned development, and decrease the required space distance between signs:

a) Consistent With Code and Plan Purposes. The proposed exception will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

See Response to 1.a. above.

b) No Undue Adverse Impact. The proposed exception will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.

The increased signage will have no effect. The signs will be in character, both style and size of the area and similar developments.

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c) Compatible with Surrounding Area. The proposed exception will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

The exception sought will have no impact on the use or development of neighboring property.

d) Adequate Public Facilities. The proposed exception will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

The exception sought will not have an impact on public facilities.

e) No Traffic Congestion. The proposed exception will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

The increased signage will not have an impact on traffic.

f) No Destruction of Significant Features. The proposed exception will not result in the destruction, loss or damage of natural, scenic or historic feature of significant importance.

There are no natural, scenic or historic features of significant importance.

g) Compliance with Standards. The proposed exception otherwise complies with all additional standards imposed on it by the particular provision of this Code.

Except for the zoning relief sought as part of the overall development approvals, the project otherwise complies with all additional standards.

h) Quality Design & Construction. The proposed exception demonstrates high quality design and uses construction materials and colors that are compatible with other structures on the property and other properties in the vicinity.

The buildings demonstrate high quality design, quality building materials and architecture that is compatible with the appearance and scale of the vicinity.

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DOCKET REVIEW CHECKLIST – REVIEW #2
VILLAGE OF NORTHBROOK – DEVELOPMENT & PLANNING DEPT. DOCKET NO.: PCD-22-08 – 1657 Shermer Road – LMC/HODC DATE OF REVIEW: 9/21/22
REZONING, PLANNED DEVELOPMENT, SPECIAL PERMITS STAFF REVIEWER: Michaela Kohlstedt ESCROW ACCOUNT: BPZ-22-09

ZONING CODE COMPLIANCE

(A/B) MEETS PURPOSE AND ALLOWED USES OF VGRC ZONING DISTRICT

A/B1 Approved subject to the Board approving the following necessary zoning and subdivision relief. The below identified items, are the relief requested by the Applicant and identified by staff to date; there may be additional items following the review of more detailed revised plans. Also, there are blanks as there was insufficient information for some of the items:

A. Rezoning from I-1 Restricted Industrial and R-5 Single Family Residential to the VGRC Village Green Residential & Commercial District;
B. Zoning Code Text Amendment for Subsection 8-711A of Article VIII – Part VII to allow an Increase in Maximum Height from 45' and 4 stories to 70' and 5 stories;
C. Special Permit for a Concept Mixed Use Planned Development;
D. Special Permit for More than One Principal Structure on a Zoning Lot;
E. Special Permit for a Restaurant;
F. Special Permit for Outdoor Seating Accessory to Permitted Eating Place;
G. Tentative Plat of Re-Subdivision for 2 Lots;
H. Approval of the following Variations:
    1. Variation to reduce required number of loading spaces from 1 to 0;
    2. Variation to reduce the required front yard from 10' to 2' to accommodate parking;
    3. Variation to reduce the required interior yard (south) from 5' to 1' to accommodate parking;
    4. Variation to reduce the required rear yard from 20' to 15' on south parcel and from 20' to 4' on the north parcel to accommodate parking.
I. Waiver of Zoning Code Requirement for parking garage ramps not to exceed 8% slope to allow a 15% slope;
J. Approval of the following exceptions to the Zoning Code requirements in conjunction with a Mixed Use Planned Development application:
    1. Reduce the required lot area per dwelling unit from 1,815 square feet to 1,100 square feet;
    2. Reduce the required number of parking spaces for an affordable housing apartment building from 2 spaces per unit to 1.25 spaces per unit;
    3. Reduce the required number of parking spaces for an apartment building from 2 spaces per unit to 1.5 spaces per unit;
    4. Not require installation of wheel stops in parking stalls that are not adjacent to a curb;
    5. Increase the maximum permitted parking garage slope from 5% to 6% for a parking garage accessory to an apartment building;
    6. Increase the allowable square foot area of ground signs from 25 square feet, but not to exceed 100 square feet per sign face;
    7. Increase the number of ground signs permitted in a planned development, and decrease the required space distance between signs.
K. Site Plan approval; and
L. Approval of such other zoning relief as may be necessary to accommodate the development of the Subject Property as proposed by the Applicant.

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(C) BULK, SPACE, YARD REQUIREMENTS

C1 Maximum Height –Requires Approval

a) Maximum allowed height in the VGRC is 4 stories and 45'. The Applicant is proposing a 5 story structure with a total height of 70'. This requires a Zoning Code Text Amendment to allow for an increase in height in the VGRC District for Planned Developments. The Applicant is seeking this relief

C2 Minimum Lot Area and Dimensions –Requires Approval

a) Minimum Lot Area per Dwelling Unit in VGRC is 1,815. Applicant is requesting a text amendment to reduce the minimum lot area requirement to 1,100 square feet per dwelling unit for Multi-Family Planned Developments

C3 Minimum Yards & Setbacks –Requires Approval

a) The Front Yard has a 10' requirement, it appears that the Applicant is requesting a variation to reduce the required Front Yard (west) from 10' to 2' to accommodate the overhang of the parked vehicles.
b) Rear Yard Variation is also necessary from 20' to 4' to the parking lot on the east side of the HODC site.
c) Interior Yard Variation from 5' to 1' for the south lot line to the on-street parking.

C4 Maximum Floor Area Ratio –Approved

a) Complies at 105%, district allowance is 150%

C5 Maximum Lot Coverage – Approved

C6 Maximum Building Coverage - – Not Applicable

(D) SPECIAL DISTRICT REGULATIONS

D1 Village Green Overlay – Not Applicable

D2 Flood Hazard Overlay – Not Applicable

D3 Redevelopment Overlay – Not Applicable

D4 Techny Overlay – Not Applicable

(E) ACCESSORY AND TEMPORARY STRUCTURES/USES (ARTICLE IX, PART 1-A)

E1 Accessory Structures and Uses – Not Applicable

E2 Temporary Uses – Not Applicable

(F) OFF-STREET PARKING

F1 Location –Approved

F2 Design & Maintenance – Requires Approval

a) Applicant is requesting a Zoning Code Text Amendment to allow parking stalls and drive aisles found within a parking garage to have a slope of 6% which is in excess of the code allowed 5%.
b) The Applicant is requesting a waiver to allow parking garage ramp slope in excess of 8%. The Applicant is currently proposing a 15% slope for the ramp in the interior of the parking garage.
c) Requesting an Exception to not install wheel stops for parking stalls not adjacent to curbs.
d) Label the drive-aisle widths in the retail lot on the architectural plans

RESPONSE: Please refer to the updated site plan for drive aisle width dimensions added.

F3 Landbanking of Required Parking Spaces – Not Applicable

F4 Required Spaces by Land Use – Requires Approval

a) The Applicant is requesting an Exception to allow for a reduced parking requirement for a multi-family residential building for supportive housing from 2 spaces per unit to 1.25 spaces, AND for the larger building from 2 spaces to 1.5 spaces.

F5 Required Handicapped Spaces –Approved

(G) OFF- STREET LOADING (ARTICLE IX, PART I-B, SECTION 9-105)

G1. Location – Requires Approval

a) Variation to Reduce the Required number of loading spaces from 1 to 0 since there is a designated loading area in front of the building that does not meet the requirements for where a loading space can be located.

G2. Screening – Approved

G3. Design & Dimensions –Approved

(H) SIGNS (ARTICLE IX, I-C)

Applicant has stated they will comply with sign regulations at the time of sign design; however you may want to request a text amendment because ground signs in the VGRC cannot exceed 25 square feet and no more than 50 square feet total. The ground signs along Shermer must also be 300' separation between them. Please label that on the plan. Provide a revised site plan showing the anticipated location of signs and the distance separation between signs, also provide a written response to this regarding the overall square footage of ground signs proposed with the project.

RESPONSE: Please see updated site plan. Quarterra will be seeking an exception to allow an increase from 25 feet, but not to exceed 100 s.f. per sign face as well as increase the number of signs, and decrease the required space between signs, if necessary.

H1. Colors – Not Applicable

a)

H2. Functional Types – Not Applicable

a)

H3. Structural Types– Not Applicable

a)

H4. Number of Signs Per Lot– Not Applicable

a)

H5. Maximum Total Sign Area Per Lot - Not Applicable

a)

H6. Maximum Sign Area Per Sign – Not Applicable

a)

H7. Sign Height – Not Applicable

a)

H8. Setback – Not Applicable

a)

H9. Illumination – Not Applicable

(I) BUFFERS AND LANDSCAPING REQUIREMENTS (ARTICLE IX, I-D)

I1. **Foundation Landscaping –Approved**

I2. **Parking Lots & Garages –Approved**

a)

I3. **Loading Spaces –Approved**

I4. **Perimeter Landscaped Open Space –Approved**

I5. **Special Protective Requirements for Non-Dwelling Uses Abutting Residential Use – Not Applicable**

I6. **Rooftop Mechanical Equipment –Approved**

I7. **Residential Recreational Facilities – Not Applicable**

I8. **Refuse Containers, Outdoor Storage –Not Approved**

Provide a written narrative explaining how the garbage trucks will access the dumpsters in the interior proposed location of the LMC building.

RESPONSE: The trash logistics have been redesigned so that the dumpsters will be moved from each interior trash room to the trash container holding area near the entry of the garage. On trash day, the

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

dumpsters will be pushed out of the garage and to the waiting garbage truck(s) in the service drive.

I9. **Screening and Landscaping within Sight Triangles – Not Applicable**

I10. **Fences & Walls –Approved**

SUBDIVISION & DEVELOPMENT CODE COMPLIANCE

(A) General Standards

A1. Implementation of Official Comprehensive Plan – Approved

A2. Lot Standards– Approved

A3. Block Standards– Not Applicable

A4. Easement Standards–Not Approved

See comments from Village Attorney regarding the plat

A5. Public Land Dedication/Contribution Standards – Approved

a) Applicant is not dedicating land to the schools or park district and will pay the applicant fee-in-lieu for school districts, park district, and library

(B) Transportation & Circulation

B1. Public Streets & R-O-W Standards– Not Applicable

B2. General Transportation & Circulation Systems– Approved

B3. Private Streets – Variation Required – Not Applicable

B4. Intersection Design Improvement – Not Applicable

B5. Cul-de-Sac Streets– Not Applicable

B6. Street Names & Lights– Not Applicable

B7. Sidewalks, Trails, and Bike Paths – Approved

B8. Consideration of Mass Transit Service –Approved

B9. Off-Street Parking & Loading Requirements –Approved

B10. Driveways–Approved

B11. Parkway Tree Plantings–Approved

(D) Public Utility Design & Improvement Standards

D1. Stormwater Detention–Not Approved

a) See comments from the Village Engineer

D2. Solid Waste Storage & Disposal System – Not Approved

a) See the comments above pertaining to the trash enclosures/rooms for the three buildings.

(E) Common Facilities

E1. Subdivision & Development Entrance Signs–Not Approved

a) See comments above

E2. Common Landscape Areas–Not Approved

a) Specify how the HOA between the two lots will be handled to address landscaping maintenance and snow removal.

RESPONSE: There will be a development agreement between HODC and Quarterra that specifically addresses common area maintenance. Quarterra will hire the services and bill back to HODC on a per unit basis.

E3. Common Fencing & Screening–Approved

a)

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E4. Common Recreational Facilities– Not Applicable
E5. Standards for Establishment of Associations – Not Approved
a) Applicant has stated there will be an HOA created during final approval

(F) Other

F1. Burial of Overhead Utility Lines– Approved
F2. Sustainable Development –Approved
F3. Other– Not Applicable – Approved – Not Approved – Approved with Conditions

VILLAGE PLAN COMPLIANCE

A. Comprehensive Plan– Approved
B. Affordable Housing Plan–Not Approved
1) Applicant is seeking an Alternative Means of Compliance approval from the Village Board of Trustees.
C. Central Business Area Plan– Not Applicable
D. Central Business Redevelopment Plan– Not Applicable
E. Skokie Boulevard Redevelopment Plan– Not Applicable

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September 29, 2022

Michaela Kohlstedt
Director of Planning and Development Services
Village of Northbrook
Michaela.kohlstedt@northbrook.il.us

Re: Village Attorney Review 1657 Shermer Road – LMC/HODC PUD (PCD-22-08)

Dear Michaela:

I have reviewed the September 9, 2022 resubmission for the above captioned docket. My comments on this revised submission are as follows:

- The developer did not provide a response why the restaurant parcel was not designated as an outlot in the subdivision. Please have them provide an explanation for this decision.
  RESPONSE: It is essential, for tax purposes, that the retail and residential are one parcel.

- It appears that the looped water main easement terminates at the northeast corner of Lot 2 where it intersects with the existing 20' easement for the Village's transmission main (which the looped main will not be tapping into). I'm comfortable with this so long as the Village Engineer does not require separate easements for the separate mains.

  RESPONSE: The Village Engineer has not indicated that separate easements are required. If any are, they can be made separate at the time of that request.

Sincerely,

Stewart J. Weiss

cc: Chan Yu, Deputy Director of Development and Planning Services
Jack Bielak, Assistant Village Engineer

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Community Partners for Affordable Housing

September 30, 2022
Ref: 1657 Shermer Road Proposal

Michaela,

Thank you for forwarding the applicant's response to our comments dated August 17, 2022. Our reply is below.

1. Section 9-305 A (1) of the Zoning Code Amendment for Affordable Housing in New Developments states that "Fifteen percent (15%) of the total number of dwelling units in a governed development shall be marketed, offered, and maintained as affordable housing units." This development proposes 335 residential units in subarea A and 48 residential units in subarea B for a total of 383 units. If the project is considered a single governed development, the affordable unit requirement per the code is 57.45 units (383 units X 15%). However, we have been informed that the project is actually a 335-unit development and that the developer is proposing a land donation of 1.5 acres in lieu of providing affordable units as a requested alternative means of compliance. If the governed development is considered to be the 335-unit development and the request of a land donation as an alternative means of compliance is approved, the project could result in 53 units of affordable housing (5 units in the governed development and 48 units developed separately on the donated land, which is 15.8% of the 335-unit governed development).

RESPONSE: Correct.

2. We agree that providing 48 units (83% of the affordable units required) for households with incomes below 60% AMI as well as supportive services for persons with disabilities is a significant benefit that exceeds the affordable housing requirement and justifies a request for alternative means of compliance.

RESPONSE: Noted.

3. Funding from the Illinois Housing Development Authority is highly competitive. The applicant should explain their back up plan and timeline in the event they do not receive approval in June 2023. It is recommended that the Village ensure appropriate legal restrictions are in place to ensure that subarea B is restricted for affordable housing use only and cannot be later developed as market-rate housing.

RESPONSE: Funding from IHDA is the key to making the rents affordable to the low and very low income households targeted. If IHDA funding is not approved in June 2023, HODC will reapply for the 2024 funding round. It is anticipated that this project will score highly and should be desirable for IHDA to finance.

4. Section 9-308 (G) of the Zoning Code Amendment for Affordable Housing in New Developments states that "Affordable housing units must have similar access to common areas, facilities, and services as that enjoyed by comparable market rate housing units in a governed development." The affordable building does not appear to have a pool or exercise room whereas the market-rate building does include such amenities. However, as previously discussed, if the governed development is considered to be just the 335-unit development and the affordable building is a separate development on donated land (in lieu of providing affordable units), the amenities do not necessarily need to be the same although it is a criterion to be considered when evaluating requests for alternative means of compliance (see next page). It should be noted whether there any fees associated with the amenities offered in the 335-unit development.

RESPONSE: There are no fees associated with the amenity package.

5. The applicant provided a breakdown of rents by income level and bedroom count for the 48-unit affordable building. Please provide the same information for the five affordable units in the market-rate building.

RESPONSE: See matrix provided below.

FLOORPLAN INPUT Floorplan	Type	Bedrooms	Bathrooms	Homes	Home Mix	NRSF	Base Rent / Month
					0.0%		0
Studio	BMR-Mod	0	1.00	2	0.6%	615	928
1-BR	BMR-Mod	1	1.00	1	0.3%	825	1,253
2-BR	BMR-Mod	2	1.00	1	0.3%	1,150	1,409
3-BR	BMR-Mod	3	2.00	1	0.3%	1,320	1,926

6. The five affordable units in the market-rate building can be part of the Village's general inclusionary housing waitlist and administered through the Village's normal eligibility and waitlist procedures with CPAH. HODC can handle the waitlist and eligibility determination for the affordable building.

RESPONSE: Okay.

7. Will any of the affordable units in the market-rate building be accessible for persons with disabilities?

RESPONSE: Yes, 1 of the 5 units, or 20% will be an accessible unit.

8. It is at the Village Board's discretion whether to approve the request for alternative means of compliance. Attached are CPAH's responses to the criteria that are taken into consideration when an applicant makes such a request. It is our recommendation that, although the developer has not shown evidence that would prevent him/her from being able to include the affordable units within the governed development, serving a significantly lower income tier and providing more 2- and 3-bedroom units is a significant community benefit that justifies alternative means of compliance.

RESPONSE: Noted.

Please let me know if you need additional information.

Sincerely,
Rob Anthony
President

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Northbrook Inclusionary Housing

Standards for Village staff and elected officials to consider when evaluating developer requests for alternative means of compliance.

The inclusionary housing ordinance provides specific alternatives to the production of on-site affordable housing units. However, the intent and preference of the ordinance is for the provision of affordable housing units constructed on-site and privately produced, owned, and managed. Any deviation from the minimum on-site affordable housing requirement for governed developments may only be approved as part of the Village's review of the affordable housing compliance plan submitted for a governed development. None of the alternative methods for providing affordable housing units may be incorporated into a governed development unless such methods are first included in the approved final affordable housing compliance plan for the development and approved by the Village Board by resolution duly adopted.

The following criteria should be carefully evaluated whenever Village staff or elected officials consider a developer's request for alternative means of compliance.

1. **Does the alternative method of compliance create affordable housing opportunities in the Village to an equal or greater extent than including affordable units within the governed development?**
   Yes.
2. **Does the alternative method of compliance create affordable housing opportunities that are comparable to the quality, design, condition, and general appearance of the units that would have been provided within the governed development?**
   Yes.
3. **Does the alternative method of compliance promote an undue concentration of affordable housing units in any one area?**
   The alternative method of compliance concentrates the majority of the affordable units in a separate building.
4. **Does the alternative method of compliance create the same number, oran increased number, of affordable units compared to providing the units within the governed development?**
   Yes. If the governed development was 335 units, 50.25 units would be required to be affordable. If HODC is successful in developing 48 affordable units on the donated land, the development could result in 53 affordable units.
5. **Has the developer shown evidence of unique circumstances that would prevent him/her from being able to include the affordable units within the governed development?**
   No.
6. **If a payment in lieu is being considered, is the payment large enough to create comparable unitsoff- site? Are alternate sites available within the Village?**
   NA
7. **Does the alternative method of compliance offer the same amenities and proximity to transportation and services that would have been provided within the governed development?**
   The alternative method offers the same proximity to transportation and services but does not provide the same amenities (no pool or exercise room).
8. **Does the alternative method of compliance ensure the units will remain affordable in perpetuity?**
   Yes.
9. **Does the alternative method of compliance provide the same size units that would have been provided within the governed development?**
   The alternative method of compliance provides units with more bedrooms. The affordable units are approximately 10-20% smaller that the comparable market-rate units.
10. **Does the alternative method of compliance assist the same income ranges that would have been provided within the governed development?**
    The proposal assists lower-income ranges compared to what is required by the ordinance.
11. **Does the alternative method of compliance promote inclusivity and advance racial equity?**
    Concentrating the affordable units in a separate building is not typically considered inclusive or equitable. However, providing affordable housing opportunities for persons with disabilities promotes overall inclusivity in the community.

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Northbrook Fire Department - Docket Review Checklist
Address: 1657 Shermer Rd – Lennar Development

Docket Number: PCD22-0008 Date of Review: Revised September 22, 2022

Specific Comments (must be completed prior to approval):

1. Provide better coverage for fire hydrants. Shall have a fire hydrant every 300 ft as a fire engine would drive. This includes but is not wholly limited to the east side of the 5 story building, the north and west sides of the 4 story building. The south east corner of the 5 story building. Additionally cars cannot park within 15 ft of either side of a fire hydrant so placing them behind parallel parking spots is not acceptable.
   Complete
2. Provide location of Fire Department Connections (FDC) for approval and show a fire hydrant not further than 100 ft from FDC. A hydrant will need to be added closer to the restaurant building.
   Complete
3. A fire lane will need to be provided to provide adequate access to the 4 story 48 unit building. It is currently at least 460ft around the building without access. At no point shall this distance be greater than 300ft.
   Not Complete: access is not adequately provided. The layout does not allow our vehicles to drive on these strips as they are too wide and need to be made wider themselves for ease of driving. Addtionally, grass crete, or similar product will have to be added to the soil to be able to be driven on or us our outriggers to raise the tower ladder. This will be required to extend so the width equals 20ft. The one on the north side of the building shall be extended and the hydrant moved to the end of the new area as this is still too far between hydrants. Or another hydrant can be added towards the other fire lane, on the other side of the building.
   RESPONSE: Both concrete strips for the fire access lanes at the northeast and southwest corners of the Lot 1 building have been widened as noted, and a hatch has been included to indicate the use of grasscrete between the strips. The width of these areas totals 20 feet. To remedy the distance between hydrants, the one previously located south of the Lot 1 building has been shifted to the southwest corner of the building so that it is accessible to the fire lane at that location and is within 300 feet of the other hydrant located at the northeast corner of the building, near that fire lane. We've confirmed that both buildings are still within adequate distance of all fire hydrants in this area with this change.
4. Remove the two trees that will be in the way of the tower ladder when turning at the North East corner of the 5 story 335 unit building.
   Completed

Reference Comments:

1. Plans and specifications for the installation / modification of the automatic sprinkler system shall be submitted for review and approval. Provide automatic sprinkler contractor shop drawings for review. Indicate all new or modified existing pipe routing, material catalog cut sheets, and hydraulic calculations (as required by NFPA 13). *IBC Section 106, IFC Section 903.1 NFPA 13 Section 14*

The proposed drawing does not illustrate the location of the required fire department connections. The fire department connection must be oriented to the front side of the building. *A two-hour rated fire room must be constructed with an outside entrance and accessibility to the inside of the building as noted.*

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- *All occupancies shall provide the following:*
- *Sprinkler and fire pump rooms. 2-hour fire rated enclosure with an automatic fire suppression system with both an outside door at grade and inside door access. Municipal Ordinance 302.1.1.8, IFC Section 913.6*

2. Fire alarm contractor shop drawings must be submitted for review with the final application. Shop drawings shall indicate all fire alarm devices, wiring diagram, point-to-point wiring, material catalog cut sheets, battery back up calculations, and voltage drop calculations. *IFC Section 907.1.1 NFPA 72 4.4.4.2, 4.5.1, Chapter 14*

3. Provide a drawing indicating the fire extinguisher size, type, and layout/placement for review and comment with the final submittal *IFC Section 906*

4. A fire lane must be establish and approved by the code official. Approved signs or other approved notices shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. Signs or notices shall be maintained in a clean and legible condition at all times and is replaced or repaired when necessary to provide adequate visibility. Contact the Village of Northbrook Fire Prevention Bureau for a fire lane application. *IFC 503.3*

   - Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and 26feet where the building exceeds 30 feet in height, except for approved security gates in accordance with Section 503.6 and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

   - The code official shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

   - Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capable of supporting the
     imposed load of fire apparatus weighting at least 80,00 pounds.

   - The required turning radius of a fire apparatus road shall be determined by the code official. Contact the Village of Northbrook Fire Prevention Bureau for emergency vehicle turning radius templates.

   - Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

   - The grade of the fire apparatus access road shall be within the limits established by the code official based on fire department's apparatus
     IFC 503.2

5. Fire hydrants shall be installed so that any portion of the property will not be further than one hundred and fifty (150) feet from a fire hydrant. Fire hydrants shall be provided so as to provide the required fire flows to structures as described in the “Fire Suppression Rating Schedule,” latest edition, published by the Insurance Service Office. Additionally the fire department connection shall be located not greater than 100 feet from a fire hydrant and be located on the west facing side of the building.

6. An emergency key box (Knox Box) shall be provided for the facility. The key box system provides fire suppression personnel with access to the buildings utility areas (sprinkler, electrical and mechanical rooms, etc.) The key box shall be mounted at a height no higher than 60". A

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by the main entrance or as directed by the fire department. The key box will be used by the fire service personnel for emergency access only. This Knox box shall be monitored by the fire alarm system. Every building will have it's own Knox box per address. A second box may be requested by the Fire Marshal.

7. Standpipe system shall be installed per Northbrook amendment to the 2018 IFC section 905.3.1.

8. Provide elevators in accordance with Northbrook amendment to the IFC section 606.1.1: Automatic elevators for Fire Department use . Where elevators are provided in buildings that are: (1) three or more stories above grade plane; (2) three or more stories below grade plane; or (3) are use groups I, R-1 or R-2, at least one elevator shall be provided for fire department emergency access to all floors. The power supply for these elevators shall be normally provided by the premises' electrical supply. In the event of a power supply failure, an emergency electrical system shall automatically provide power for a duration of not less than 24 hours, installed per section 604. Elevators designated as emergency access shall accommodate an 88" long and 26" wide stretcher within the elevator cab, accounting for handrails and shall be identified by the international symbol for emergency medical services (star of life). The symbol shall not be less than 3 inches (76 mm) high and shall be placed inside on both sides of the hoist way door frame.

9. If you are to provide a diesel fueled generator you will need to comply with the following requirements of Northbrook amendment to 2018 IFC section 5704.2.9

   - An above-ground tank may be used for the purpose of storing and dispensing Class II or IIIA liquids used to fuel the operation of an emergency generator system, provided that: a. b. c. the above-ground tank has a fuel storage capacity of not more than 2,000 gallons; the above-ground tank is located in compliance with Section 5704.2.9.6.1 and is located not less than 100 feet from any adjoining property line and not less than 25 feet from any building or structure; and the above-ground tank is equipped with secondary containment in accordance with Section 5704.2 and Section 5704.2.9.6.4 that provides capacity in the amount of no less than 150 percent of the capacity of the above-ground tank.

10. An emergency responder radio coverage will need to be tested. Both fire alarm and police frequencies will need to be verified prior to occupancy of the building. A repeater may be required.

Based on the information provided the plans are **"CONDITIONALLY APPROVED"**.

Sincerely,

Kevin Frangiamore
Fire Marshal
Northbrook Fire Department

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W Higgins Road, Suite 600 Rosemont, Illinois 60018-4920 Tel (847) 823-0500 Fax (847) 823-0520

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

September 16, 2022

Village of
Northbrook 1225
Cedar Lane
Northbrook, IL 60062

Attention: **Jack Bielak, PE, Village Engineer Department of Public Works**

Subject: **1657 Shermer Road Development – 2nd Preliminary Stormwater Review (CBBEL Project No. 06-0191.00R52)**

Dear Mr. Bielak:

The purpose of this letter is to summarize a Christopher B. Burke Engineering, Ltd. (CBBEL) preliminary stormwater review for the proposed 1657 Shermer Road Development located in the Village of Northbrook (Village). The approximately 10.3-acre proposed project involves the construction of multi-family buildings, a restaurant, parking areas/access driveways, and above- and below-grade stormwater detention facilities.

We received the following stormwater related items for review:

- Preliminary engineering plans for the 1657 Shermer Road Development, prepared by V3 Companies, Ltd. (V3), revised September 6, 2022.
- Preliminary stormwater management report for the 1657 Shermer Road Development, prepared by V3, dated July 29, 2022.

CBBEL has reviewed the above information with respect to the Village Ordinances, the Metropolitan Water Reclamation District of Greater Chicago (MWRD) Watershed Management Ordinance (WMO), and standard engineering methods. The comments from our previous review, along with their current disposition **(in bold)**, are provided below.

1) The proposed design utilizes underground detention in oversized CMP pipes. The Village's *Engineering Standards & Specifications* (Pages IV-15 and IV-18) only allow concrete for storm sewers and underground detention systems.
   We understand that the applicant has provided the Village with additional information to consider the use of CMP, therefore the resolution of this comment is based on Village approval.

2) Accounting for the previous comment, please include the details for the underground detention systems for the project (dimensions, layout, NWL, HWL, etc.) so that the provided volumes can be verified.
   Comment addressed.

3) Please explain how the MWRD volume control requirements will be satisfied by the proposed development. Storage below the NWLs of the detention facilities would be an acceptable method of meeting these requirements, provided the volume control includes an underdrain and is offset at least two feet from the seasonally high groundwater elevation (SHGWE).
Comment addressed.

4) The proposed design will utilize an existing concrete vault as part of the stormwater detention system and will also maintain a portion of the existing storm sewer. Have the vault and storm sewers been inspected/televised to ensure they are in good working order?
We understand that the existing vault and storm sewers will be televised/inspected prior to construction. CBBEL has no objection to this approach provided the televising/inspection information is acceptable to the Village.

5) Please update the utility plan to show the outlet piping for the underground detention system located at the northeast corner of the site.
Comment addressed.

6) Please revise the grading/storm sewers along the northern property boundary to better capture stormwater runoff before it reaches the existing residential properties to the north.
Comment addressed.

Please feel free to contact me (lsherry@cbbel.com) at 847-714-5661 should you have any questions concerning these review comments.

Sincerely,



Luke J. Sherry, PE, CFM
Senior Water Resources Engineer

cc: Jim Baxa, CFM – Village of Northbrook
Thomas Burke, PhD, PE – CBBEL

LJS\
N:\NORTHBROOK\06191\R53\Water\Docs\L2.2nd Preliminary Stormwater Review.091622.docx

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

BOARD OF EDUCATION / ADMINISTRATIVE OFFICES
NORTHBROOK / GLENVIEW SCHOOL DISTRICT 30

September 22, 2022

Dear Ms. Kohlstedt,

On behalf of the Northbrook/Glenview District 30 Board of Education, thank you for sharing the information regarding the proposed development at 1657 Shermer Road (Grainger Property). As with all decisions related to zoning and development, District 30 will support the decision made by the Village of Northbrook.

Student Enrollment Impact
The information provided includes 335 apartments, including 215 1-bedroom, 84 2-bedroom, and 36 3-bedroom units.

Our demographer, Dr. McKibben, noted that our student impact may exceed the 25 students projected by the developers (16 at Wescott and 9 at Maple). Enrollment at both Wescott and Maple have several grade levels close to needing additional sections. Any increase in students at this time will likely cause additional sections and teachers within both schools.

We maintain that the impact will be closer to 30 elementary and 12 middle-school students. However, our Elementary Capacity Project that was completed in the fall of 2021 added eight classrooms and a gym to Wescott School, relocating kindergarten at Wescott and increasing the building's capacity. Therefore, as long as a significant change in the home sales within Northbrook does not occur, the additional students should be able to be incorporated into the school.

Process Support
As always, we appreciate being included in the process, and District 30 will support the decision made by the Village of Northbrook with community input opportunities.

Please let me know if you have questions.

Sincerely,

Brian K. Wegley

Dr. Brian K. Wegley
Superintendent of Schools

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

TO: CHAN YU, DEPUTY DIRECTOR OF DPS

FROM: TESSA MURRAY, SUSTAINABILITY COORDINATOR

DATE: SEPTEMBER 26, 2022

SUBJECT: PCD-22-08: 1657 SHERMER ROAD– LMC/HODC MIXED USE PROJECT – SUSTAINABILITY COMMENTS

Northbrook's Climate Action Plan (CAP) calls to foster sustainability and reduce 80% of community-wide carbon emissions by 2050 through strategic planning and action item implementation. With CAP adoption, development proposals are reviewed with respect to best environmental practices.

Village staff provided Sustainability Comments in response to all submittals for the proposed planned development solely regarding applicable measures from the CAP. Staff confirms the proposed project partially addresses Climate Action Plan items requested of the Applicant.

Under each section are a list of applicable action items from the CAP as they relate to the proposed development. Items noted in italics under each section are referencing what the Applicant's submittals have stated that they intend to include in the development. Of the CAP items presented to the Applicant, 89% were realized to the extent detailed below.

Items that are underlined relay sustainability comments for the development that remain unaddressed by the Applicant. The following 2 CAP recommendations for the Applicant were not achieved: 2H, 5A.

1) **TRANSPORTATION AND LAND USE**

- **1A:** Create opportunities to reduce tailpipe-emitting vehicles in the community by reserving a percentage of parking spots for electric vehicle charging.

  LMC intends to install 20 electric vehicle charging stations with inclusion of infrastructure for an additional 25 stations as demand increases.

  HODC plans to install 1 electric vehicle charging stations with inclusion of infrastructure for 1 additional station.

- **1B:** Encourage public transport through making residents aware of nearby PACE 422 and Metra routes plus reduced fare opportunities.

  LMC plans to install a virtual screen in our ground level lobby that runs live train/bus times for the resident's convenience.

  HODC's Service Coordinator proposes providing flyers and work directly with tenants for access to transportation.

  The Applicant is also proposing to pave an area along Shermer Road where the PACE stop is currently located in front of the Subject Property.

- **1C:** Provide sheltered bicycle parking; coordinate efforts with Shermer Road Sidepath construction to promote active transportation through bike and pedestrian-friendly design.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

LMC intends to include ample covered and secured bike parking as well as a 10' walking/bike path on the west edge of the property, connecting to the north south pedestrian path on Shermer Rd.

HODC plans to provide parking for a minimum of 16 bikes.

2) BUILDINGS AND ENERGY

- **2A:** Design building in alignment with a third-party green building certification.

  LMC proposes its multifamily building will seek Green Globes Certification (2 globe target).

  HODC plans to seek Enterprise Green Communities Certification and Energy Star Multifamily New Construction certification.

- **2B:** Consider inclusion of renewable energy installation to offset all or a percentage of building carbon footprint. Work with C-PACE, the Illinois Power Agency Adjustable Block Program, or similar for incentives.

  LMC states that after discussing options with the recommended groups, mentioned above, LMC has decided to not pursue renewable energy installation at this time. The hesitation is due to impact to development schedule and financing complications, both on up-front hard costs and recapture timelines.

  HODC states they will not pursue renewable energy options at this time.

- **2C:** If 2B will not be realized, assess whether proposed development is amenable to future solar installation in terms of building orientation, roof slope, size, and load considerations.

  LMC proposes electrical infrastructure and structural capacity to keep the option open for future install.

  HODC states it may be possible to install solar panels in the future based on the favorable east/west orientation of the building and having a flat roof.

- **2D:** Strive for zero on-site fossil fuel combustion using electric HVAC, cooktops, ovens, laundry, and water heating for domestic and pool use.

  LMC and HODC propose almost fully electric residential units, with inclusion of the following: electric HVAC, electric water heaters, and electric laundry, as well as possible inclusion of electric cook tops.

- **2E:** Work with ComEd Energy Efficiency or similar programs for incentives to advance items such as high efficiency HVAC, building envelope, Energy Star appliances, and insulating windows with U-factors at .30 or lower. Strive for 100% LED interior and exterior lighting.

  LMC plans to engage ComEd to participate in their energy efficiency program. The propos

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

multifamily community will utilize a full LED lighting package with occupancy sensors in select locations (garage/closets/corridors). The proposed community will utilize Energy Star appliances and hit the desired U-factors.

HODC plans to utilize ComEd's Affordable Housing New Construction program for energy efficiency. The building will use high-efficiency permanently installed lighting for recessed light fixtures, lighting controls, lighting power density, and exterior lighting. The HODC project will install Energy Star clothes washers and refrigerators.

- **2F:** Prioritize sustainable materials throughout development, including pavements, structural components, utility services, and appliances. This includes maximizing recycled content, domestic production, and lower embodied carbon costs of materials. If applicable, commit to warm mix asphalt and low or zero-VOC paints.

  Applicant response to this item states intention to track material usage as part of the Green Globes certification process.

- **2G:** Reduce urban heat island effect through measures such as "cool" roofs, reflective or permeable surfacing, and adequate shade trees in parking area.

  LMC proposes a combination of white reflective roof, green roof, and permeable surfacing on its multifamily building.

  HODC plans to include reflective roof on its multifamily building.

- **2H:** Allow safe passage of birds through intentional site design. Exterior lighting should have Dark Sky compliance with features such as hooded lanterns, warm-colored LED, and motion-sensor technology. Consider window glass that minimizes bird disorientation.

  In the memorandum titled "Responses to Comments Received from Village of Northbrook", Applicant states Photometrics Plan has been updated to meet International Dark Sky Association (IDA) standards. However, the Photometrics Plan still includes lighting with CCT greater than 3000 K which does not meet IDA standards therefore should be revised for further alignment with Northbrook's CAP.

  RESPONSE: The photometrics plan has been updated specifying the 3000K light fixtures as noted.

3) WATER AND WASTEWATER

- **3A:** Utilize WaterSense and low-flow water fixtures where applicable.

  LMC and HODC intends to include low flow fixtures in select applications, specifically in public amenity zones.

- **3B:** Control runoff with combination overland flow, detention, and infiltration strategies (for example, native landscaping or permeable pavers).

  Applicant has worked with Village Engineers for compliance with stormwater management, and will include some native landscaping.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

- **3C:** Provide statement for water conservation measures to be taken into account with pool installation, such as windbreaker walls and shading with trees or solar pool covers.

  Applicant states the pool is centrally located in a courtyard, minimizing wind impact plus intentions to investigate solar pool cover usage.

- **3D:** Include moisture sensors in landscaping irrigation installation. Consider inclusion of rainwater capture techniques for landscape irrigation.

  LMC plans to include moisture sensors for landscaping irrigation in select locations and assessment of rainwater capture techniques within the community garden.

  HODC proposes moisture sensors for landscaping irrigation in select locations.

4) WASTE MANAGEMENT

- **4A:** Cook County's Demolition Debris Diversion Ordinance requires all demolitions to divert 70% of debris from landfills through recycling. Applicant should provide statement as to how they plan to meet Cook County Demolition Diversion compliance.

  Applicant states intention to recycle demolition debris for all eligible materials.

- **4B:** Support increased waste diversion opportunities (compost and recycling). Use a waste hauler with recycling services and communicate accepted items for collection to residents.

  Applicant proposes on-site recycling for tenants at HODC and LMC. Applicant states intention to consider composting through residential gardens.

5) GREENSPACE AND ECOSYSTEM

- **5A:** Increase the ability of greenspace to withstand drought conditions through replacement of turf and ornamentals with native prairie and wetland savanna plantings. Strive for at least 70% native species included in Landscape Plans. Protect our natural ecosystems by choosing hardy natives over non-native or invasive plant species.

  In the memorandum titled "Responses to Comments Received from Village of Northbrook", Applicant states Ground Level Plant Palette has been updated to remove non-native species with invasive tendencies (Daylily, Periwinkle, and Lily Turf). However, the Ground Level Plant Palette still includes these problematic species therefore should be revised for further alignment with Northbrook's CAP.
  RESPONSE: Please refer to updated sheet L401. Daylilly, Periwinkle and lily turf have been removed from the ground palette.

  5B: Implement sustainable landscaping practices through limiting gas-powered equipment usage, inorganic pesticides, and fertilizers.
  Applicant states plans for an assessment of inorganic pesticides and fertilizer usage with their contract service team. Applicant states limiting gas-powered equipment for maintenance is not likely given the size of the site.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Date: **September 23, 2022**

To: **Michaela Kohlstedt, AICP**
Director of Development & Planning Services

From: **Steve Pautsch, P.E., PTOE**
Civiltech Engineering, Inc.

1657 Shermer Road Development
Traffic Study Dated September 13, 2022

Civiltech has reviewed the revised Traffic Impact Study dated September 13, 2022 prepared by KLOA, Inc., and the associated site plan for the proposed 1657 Shermer Road development in the Village of Northbrook. We offer the following transportation-related comments on this development proposal.

1. The trip generation comparison provided on pages 16 and 17 of the TIS is likely conservative because the General Light Industrial land use code was used to project traffic volumes for the previous development. However, the former development had a significant office component, which likely would have generated much more traffic than assumed, possibly more than the proposed project. ***RESPONSE: Noted.***

2. The traffic study and site plan should indicate which leg(s) of the private Woodlawn/parking garage/N-S private road intersection will be under stop sign control.
RESPONSE: The site plan has been updated to include stop bars and signs at all four legs of the private intersection (4-way stop).

3. The site plan should be updated to show a pedestrian crossing the west leg of private Woodlawn across from the parking garage driveway.
RESPONSE: A pedestrian crossing, with ramps and crosswalk striping, has been added to the west leg of the private Woodlawn across from the parking garage driveway.

4. The site plan should be updated to show the proposed crosswalks and ADA ramps at the north and south legs of Shermer Road at Woodlawn Road, which the petitioner has committed to install.
RESPONSE: Proposed crosswalks and ramps have been added to the north and south legs of Shermer Road at the Woodlawn intersection.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Memo

To: Chan Yu

From: Mark Cacioppo

CC: Kelly Hamill, Terry Cichocki, Jack Bielak Jim Baxa

Date: 9/27/22

Re: 1657 Shermer Plan Commission Docket PCD-22-0008 –Tree Preservation Review 2

Message

1. The tree inventory submitted has trees that are incorrectly identified. Please correct in next submittal. Provide a tree inventory of all trees including those less than 6 inches in diameter on the property, any trees on neighboring properties within 20 feet of the property line and the trees located in the Village right of way. Some trees on the inventory sheet are not located correctly. For example tree 604 is not located on the property to the north. Are any of the trees in the SW corner located off the subject property?

   Addressed

2. Tree removals. All the trees should be shown as being removed from the property due to the proposed extensive construction on site and the overall fair condition of the majority of trees. This should be reflected on the engineering plans as there are currently trees shown to be preserved. The trees in the SW corner, possibly on the neighboring property to the south will likely need to be removed as they will not survive the construction impact. The trees are on the common property line with or on the property of 1707 Shermer. At time of tree removal application submittal, a letter of consent from the neighboring property owner agreeing to the removals is required.

   Addressed

3. There are approximately 12 good condition small trees on the property, not currently shown on the inventory that could be transplanted to other locations on the property. 5 of the trees are located west of the front parking lot, 1 north of the front parking lot and 6 in the north parking lot. With the additional removals of the trees along the north property line can these trees be relocated there?

   Addressed

4. There is currently no screening shown on the landscape plan for the restaurant parking lot along Shermer or along the north property line bordering the residential properties to the north.

   Not addressed

   Proposed arborvitae screening will need consist of mixed species of arborvitae, junipers and/or cypress. Straight arborvitae hedges will not be approved.

   RESPONSE: Please refer to updated L201. A mix of both Arborvitae and Juniper screening has been provided along the north property line.

5. The two proposed trees (GK) at the turn in the road at the NE corner will need to be removed due to required turning requirements for fire vehicles.

   Addressed

6. Provide a list of the proposed native plantings for the detention areas. Please provide a 3 year maintenance plan forthe native plant detention areas.

   Not addressed

   3 year maintenance plan could not be located. On sheet #8

   RESPONSE: A 3 year maintenance and schedule check list has been provided on sheet L402.

7. Provide proposed quantities of the plants on the plant list table.

   Not Addressed

   Quantities were not provided in the table.

   RESPONSE: Proposed tree quantities have been provided on L201.

8. Replace the Honey locust and Red maple trees with approved trees off Northbrook's Tree Replacement List. The two trees proposed are on the Village's do not plant list. The White oak trees should be replaced with a tree that can better handle urban sites.

   Addressed

9. Trees should not be planted in groups consisting of the same tree types. Trees should be diversely spread throughout the property.

   Not Addressed

   Clumping of trees in some areas is acceptable. Not all trees in one area should consist of the same tree, ie. The parking lot islands all being the same tree type. Should the chosen tree type become diseased or insect infested it will leave the area completely treeless. Diversify some of the proposed monocultures.

   RESPONSE: Trees have been diversified, to minimize large groupings of a single species in one location.

10. Any proposed trees next to the buildings should be fastigate or upright trees with narrow crowns that will not grow into the building over time. There are currently full size shade trees with large canopy spread proposed next to thebuildings.

    Addressed

11. Structural Soil- Attached are details for the use of structural soil in parking lot islands and limited space planting locations. All islands and limited space planting locations will require the use of quartzite based Cornell structural soil to provide adequate soil volume for the proposed trees. Provide a table on the plans with the proposed soil volumes for each island and limited space planting location. Limits of the areas where structural soil will be used should be shown on the plans. It is likely structural soil will be needed under many of the walks surrounding the restaurant and residential buildings to provide adequate soil volume for the proposed trees.

    Not Addressed

    No table was provided for parking lot island volumes or limited space planting locations.

    RESPONSE: A Structure soil and planting soil table has been added to the plant palette and genera notes sheet along with the structural soil details.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

12. The 4 parking lot islands in the restaurant parking lot should each have only contain one shade tree.

    Not addressed

    Substituting one shade tree for another shade tree with a similar mature size does not address the limited planting space available for trees in the parking lot islands.

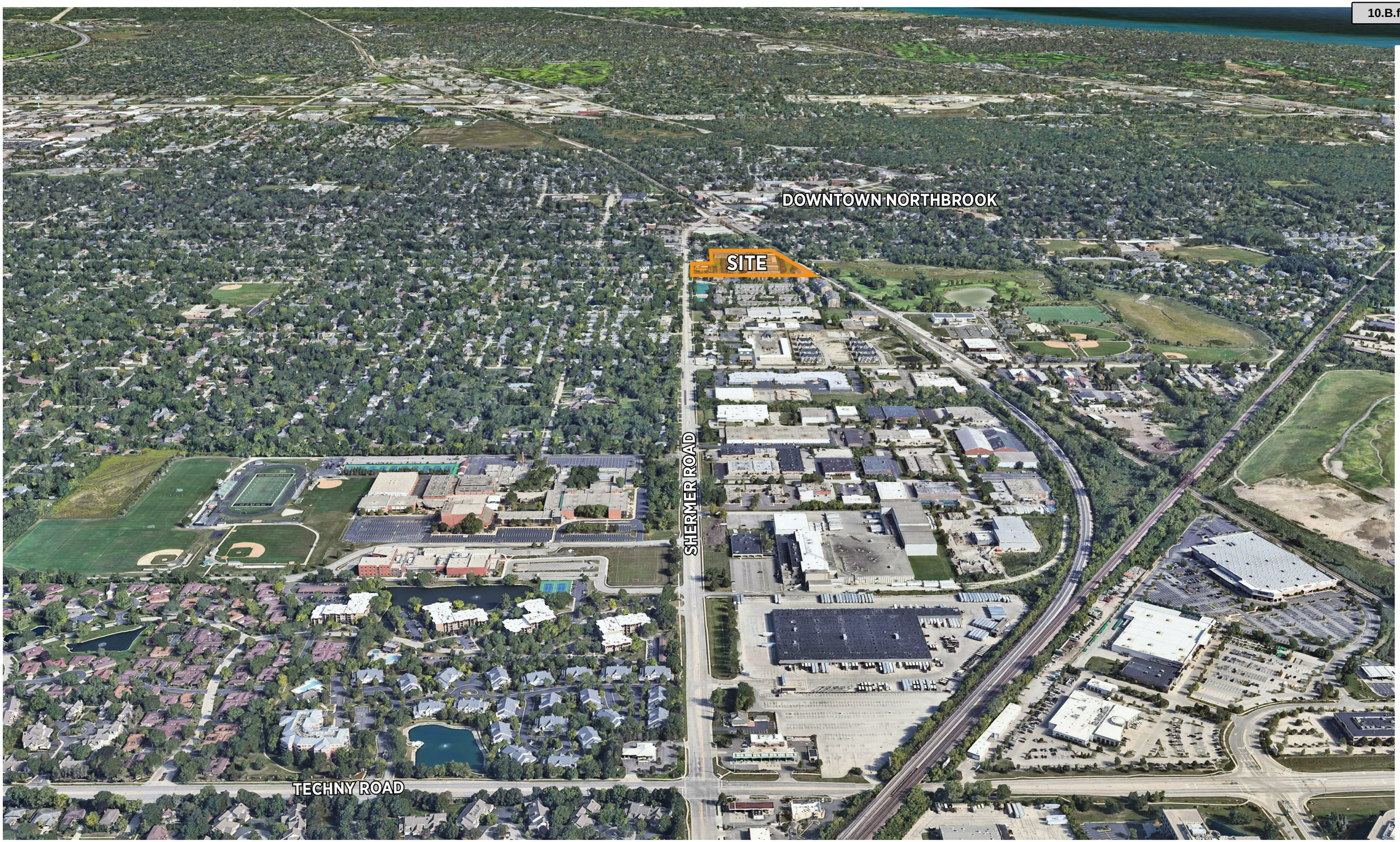
    RESPONSE: A single tree has been provided in each of the parking islands where space is limited

13. Oaks are not suitable for parking lot plantings.

    Addressed

14. Additional comments may be forthcoming with future submittals.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)



Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT



VIEW FROM SHERMER ROAD LOOKING SOUTHEAST



AERIAL IMAGE OF SITE LOOKING NORTHEAST

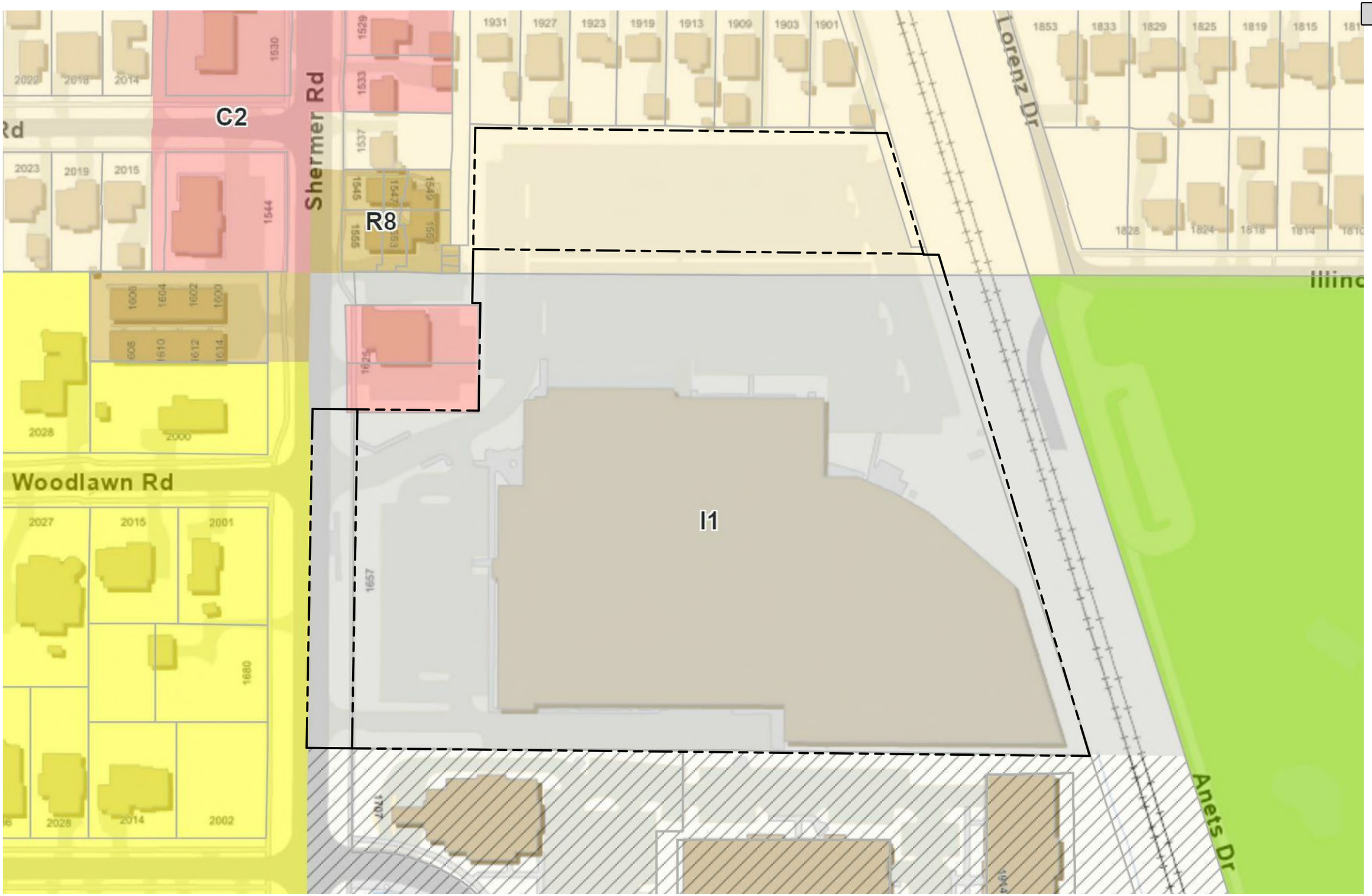


VIEW FROM SHERMER ROAD LOOKING EAST



VIEW FROM SHERMER ROAD LOOKING NORTHEAST

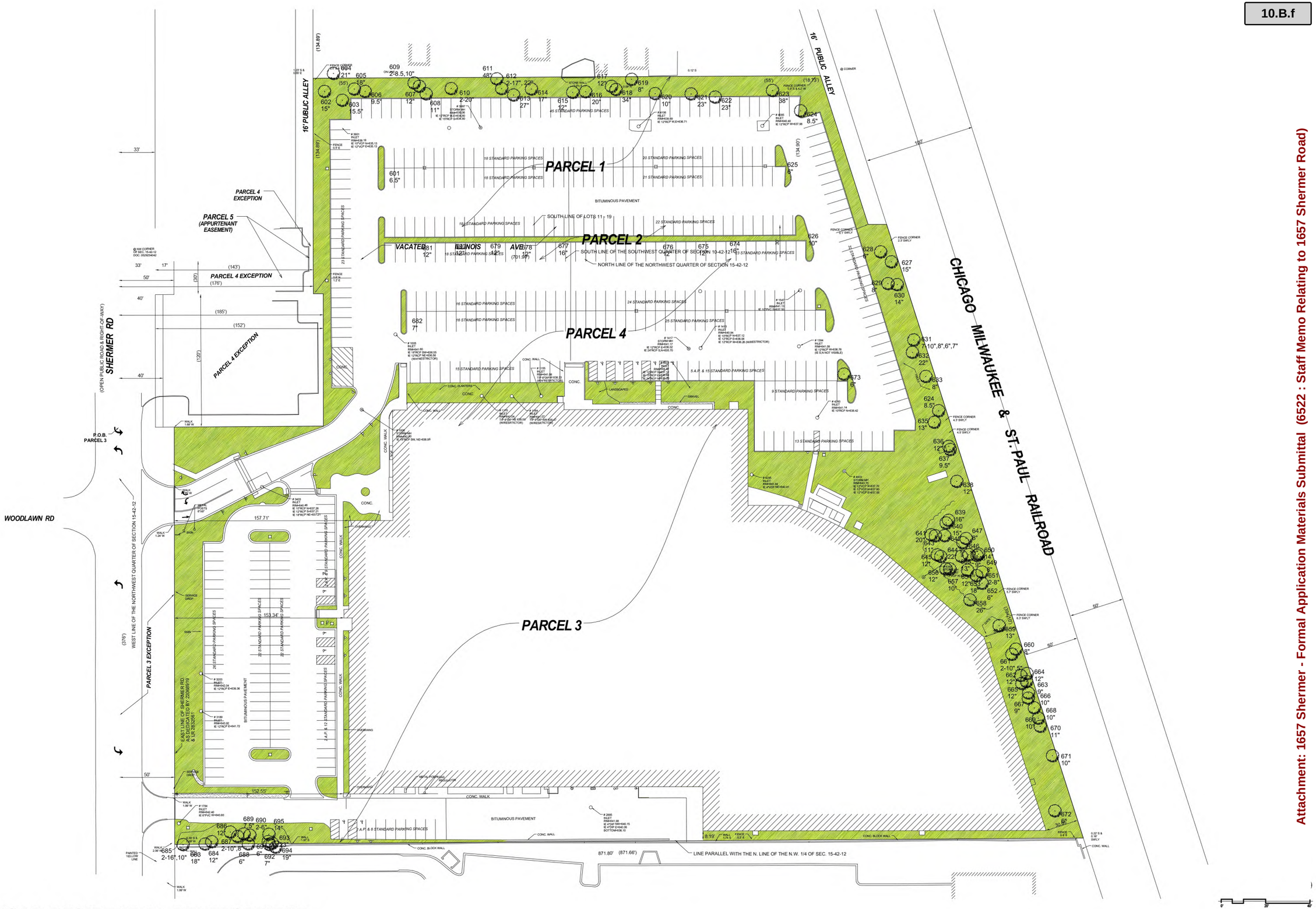
Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)



Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

EXISTING ZONING MAP



1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

LENNAR MULTIFAMILY COMMUNITIES, SUB-AREA A DEVELOPER · HOUSING OPPORTUNITY DEVELOPMENT CORPORATION, SUB-AREA B DEVELOPER · ANTUNOVICH ASSOCIATES, SUB-AREA A ARCHITECT · CORDOGAN CLARK, SUB-AREA B ARCHITECT

EXISTING SITE

NORTHBROOK, ILLINOIS | 07/29/22

Attachment: 1657 Shermer - Formal Application Materials (6522 : Staff Memo Relating to 1657 Shermer Road)

LEGAL DESCRIPTION

1657 SHERMER ROAD, NORTHBROOK, ILLINOIS

PARCEL 1:
LOTS 11 TO 19 INCLUSIVE, IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR, BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT THE EAST 30 FEET FOR STREET) AND THAT PART OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, LYING EAST OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD AND THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT RAILROAD) IN SECTION 10, TOWNSHIP 42 NORTH. RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
ALL THAT PART OF VACATED ILLINOIS ROAD LYING SOUTH OF THE SOUTH LINE OF LOTS 11 TO 19 AND SOUTH OF THE SOUTH LINE OF LOT 11 EXTENDED WEST 8 FEET AND SOUTH OF THE SOUTH LINE OF LOT 19 EXTENDED EAST TO THE WESTERLY RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS. (EXCEPT THAT PART OF VACATED ILLINOIS STREET LYING SOUTH OF AND ADJOINING THE SOUTH LINE OF LOT 11 EXTENDED WEST A DISTANCE OF 8.00 FEET TO THE CENTERLINE OF A NORTH/SOUTH ALLEY LYING WEST OF AND ADJOINING SAID LOT 11; WEST OF THE WEST LINE OF LOT 11 EXTENDED SOUTH AND EAST OF THE CENTERLINE OF SAID ALLEY EXTENDED SOUTH SAID LOT 11 IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR, BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, (EXCEPT THE EAST 30 FEET FOR STREET) AND THAT PART OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 LYING EAST OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD AND THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT RAILROAD) IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS. AS DESCRIBED IN THE SPECIAL WARRANTY DEED RECORDED ON SEPTEMBER 4. 1987, AS DOCUMENT NUMBER LR3649417).

PARCEL 3:
THAT PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT IN THE WEST LINE OF SAID NORTHWEST 114, 150 FEET SOUTH OF THE NORTH LINE OF SAID 1/4 SECTION: THENCE SOUTH ALONG SAID WEST LINE A DISTANCE OF 376 FEET: THENCE EAST PARALLEL TO THE NORTH LINE OF SAID 1/4 SECTION, A DISTANCE OF 871.66 FEET TO THE WESTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD; THENCE NORTHWESTERLY ALONG THE WESTERLY LINE OF SAID RIGHT OF WAY, A DISTANCE OF 394.10 FEET: THENCE WEST PARALLEL TO THE NORTH LINE OF SAID 1/4 SECTION TO THE PLACE OF BEGINNING (EXCEPTING FROM SAID PARCEL THAT PART DEDICATED FOR SHERMER ROAD BY DOCUMENT NUMBER LR 2832561 AND ALSO EXCEPT THE WEST 33 FEET OF SAID PARCEL TAKEN OR USED FOR SHERMER ROAD) IN COOK COUNTY. ILLINOIS.

PARCEL 4:
THE NORTH 150.0 FEET (EXCEPT THE SOUTH 120 FEET OF THE EAST 152 FEET OF THE WEST 185 FEET THEREOF AND ALSO EXCEPT THE NORTH 30 FEET OF THE EAST 143 FEET OF THE WEST 176 FEET THEREOF) OF THAT PART OF THE NORTHWEST 1/4 OF SECTION 15,

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE NORTH LINE OF SAID SECTION 15. AND THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD; THENCE WEST ON SAID NORTH LINE 701.90 FEET TO THE NORTHWEST CORNER OF SAID SECTION 15; THENCE SOUTH ON THE WEST LINE OF SAID SECTION 1091.10 FEET; THENCE EAST ON A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION TO THE WEST LINE OF SAID RAILROAD RIGHT OF WAY; THENCE NORTHWESTERLY ALONG THE WEST LINE OF SAID RAILROAD RIGHT OF WAY TO THE PLACE OF BEGINNING, (EXCEPTING FROM SAID PARCEL THAT PART DEDICATED FOR SHERMER ROAD BY DOCUMENT NUMBER LR 2832561 AND ALSO EXCEPT THE WEST 33 FEET OF SAID PARCEL TAKEN OR USED FOR SHERMER ROAD) IN COOK COUNTY, ILLINOIS.

PARCEL 5:
NON-EXCLUSIVE EASEMENT FOR DRAINAGE PURPOSES FOR THE BENEFIT OF PARCELS 1, 2, 3, AND 4 AS SET FORTH IN DECLARATION OF RESTRICTIVE COVENANTS RECORDED SEPTEMBER 4, 1987 AS DOCUMENT 87490251 AND FILED SEPTEMBER 4, 1987 AS DOCUMENT LR 3649416.

COMMON ADDRESS: 1657 Shermer Road, Northbrook, Illinois 60062

PINs: 04-10-315-038-0000; 04-15-100-047-0000

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Fidelity National Title Insurance Company

Transaction Identification Data for reference only:
CalAtlantic National Title Solutions, LLC
5505 Blue Lagoon Drive, 5th Floor,
Miami, FL 33126
ALTA Universal ID:
LOAN ID Number:
Issuing Office File Number: 110041-22-02025-IL
Order No.: 10494872
Property Address:
Revision Number:

Fidelity National Title Insurance Company

SCHEDULE A

AMERICAN LAND TITLE ASSOCIATION COMMITMENT

1. Commitment Date: 05/06/2022 at

2. Policy or Policies to be issued:

   A. Policy To Be Issued:
   ALTA Owners Policy 2006
   Proposed Insured: **Lennar Multifamily Communities, LLC**
   Amount of Insurance:

   B. Policy to be Issued:
   ALTA Loan Policy 2006
   Proposed Insured:
   Amount of Insurance:

3. The estate or interest in the Land described or referred to in this Commitment is (Identity estate covered, i.e., fee, leasehold, etc):

   Fee Simple

4. Title to the Fee Simple estate or interest in the land is at the Commitment Date vested in:

   Village of Northbrook, an Illinois municipal corporation by deed filed for record May 11, 2018 and recorded in Document Number 1813116102 of the Cook County Records.

5. The Land is described as follows in Exhibit "A" attached hereto and made part hereof.

Countersigned:

Jill Anderson Blanco

BY: _____
Authorized Signatory

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ALTA Commitment for Title Insurance (08/01/2016)

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Fidelity National Title Insurance Company

SCHEDULE B SECTION I
REQUIREMENTS
AMERICAN LAND TITLE ASSOCIATION COMMITMENT

The following are requirements must be met:

1. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.

2. Pay the agreed amount for the estate or interest to be insured.

3. Pay the premiums, fees, and charges for the Policy to the Company.

4. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.

5. Notice: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.

6. The "Good Funds" section of the Title Insurance Act (215 ILCS 155/26) is effective January 1, 2010. This Act places limitations upon our ability to accept certain types of deposits into escrow. Please contact your local Title office regarding the application of this new law to your transaction.

7. Effective June 1, 2009, pursuant to Public Act 95-988, satisfactory evidence of identification must be presented for the notarization of any and all documents notarized by an Illinois notary public. Satisfactory identification documents are documents that are valid at the time of the notarial act; are issued by a state or federal government agency; bear the photographic image of the individual's face; and bear the individual's signature.

8. The Proposed Policy Amount(s) must be increased to the full value of the estate or interest being insured, and any additional premium must be paid at that time. An Owner's policy should reflect the purchase price or full value of the Land. A Loan Policy should reflect the loan amount or value of the property as collateral. Proposed Policy Amount(s) will be revised and premiums charged consistent therewith when the final amounts are approved.

9. The search did not disclose any open mortgages or deeds of trust of record, therefore the Company reserves the right to require further evidence to confirm that the property is unencumbered, and further reserves the right to make additional requirements or add additional items or exceptions upon receipt of the requested evidence.

10. We should be furnished (a) certification from the Illinois Secretary of State that Lennar Multifamily Communities LLC has properly filed its Articles of Organization, (b) a copy of the Articles of Organization, together with any amendments thereto, (c) a copy of the Operating Agreement, if any, together with any amendments thereto, (d) a list of incumbent managers or of incumbent members if managers have not been appointed, and (e) certification that no event of dissolution has occurred.

    Note: In the event of a sale of all or substantially all of the assets of the LLC or of a sale of LLC assets to a member or manager, we should be furnished a copy of a resolution authorizing the transaction adopted by the members of said LLC

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

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Fidelity National Title Insurance Company

Order No.: 10494872
110041-22-02025-IL

SCHEDULE B SECTION I
Requirements continued

11. In order for the company to insure title coming through the sale or transfer of land from the municipality in title, we should be furnished a certified copy of the ordinance or resolution authorizing the conveyance, together with the number of ayes and nays for its passage, and evidence of any required publication.

    If the ordinance or resolution passed with fewer than 3/4 of the members eligible to vote voting in favor of the ordinance, an attorney for the parties seeking insurance must present a satisfactory explanation as to why a vote of less then 3/4 satisfies the statutory prerequisites for the conveyance in question.

    If said municipality is a "Home Rule Unit" pursuant to Article 7, Section 6 of the Illinois constitution, we should be furnished evidence of compliance with the municipality's ordinance(s) which relate to the sale or transfer of municipal property.

    This commitment is subject to such additional exceptions, if any, as may be deemed necessary after our review of these materials. [65 ILCS 5/11-76-1 AND 65 ILCS 5/11-76-2 refer to the sale of surplus property by ordinance and publication. 65 ILCS 5/11-76-4.2. If the transfer is between two municipalities, see 50 ILCS 605/1 ET. SEQ.]

12. The Land lies within Cook County, Illinois, all of which is subject to the Predatory Lending Database Program Act (765 ILCS 77/70 et seq. as amended) (The Act). On and after July 1, 2008, a Certificate of Compliance with the Act or a Certificate of Exemption must be obtained at time of closing in order for the Company to record any insured mortgage. If the closing is not conducted by the Company, a Certificate of Compliance or Certificate of Exemption must be attached to any mortgage to be recorded.

13. Because of procedures instituted by the Cook County Treasurer, the Company requests that original tax bills be furnished whenever the Company is requested to pay taxes. If original tax bills are not furnished, the Company will collect an additional amount per tax number to cover the cost of processing payments to the Cook County Treasurer for the production of duplicate tax bills.

END OF SCHEDULE B SECTION I

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

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ALTA Commitment for Title Insurance (08/01/2016)

Order No.: 10494872
110041-22-02025-IL

Fidelity National Title Insurance Company

SCHEDULE B SECTION II
EXCEPTIONS
AMERICAN LAND TITLE ASSOCIATION COMMITMENT

THIS COMMITMENT DOES NOT REPUBLISH ANY COVENANT, CONDITION, RESTRICTION, OR LIMITATION CONTAINED IN ANY DOCUMENT REFERRED TO IN THIS COMMITMENT TO THE EXTENT THAT THE SPECIFIC COVENANT, CONDITION, RESTRICTION, OR LIMITATION VIOLATES STATE OR FEDERAL LAW BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, GENDER IDENTITY, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN.

The Policy will not insure against loss or damage resulting from the terms and provisions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

GENERAL EXCEPTIONS:

(1) Rights or claims of parties in possession not shown by the public records.

(2) Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land.

(3) Easements, or claims of easements, not shown by the public records.

(4) Any lien, or right to a lien, for services, labor, or material heretofore or hereafter furnished, imposed by law and not shown by the public records.

(5) Taxes or special assessments which are not shown as existing liens by the public records.

(6) We should be furnished a properly executed ALTA statement and, unless the land insured is a condominium unit, a survey if available. Matters disclosed by the above documentation will be shown specifically.

(7) Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the form date and the date on which all of the Schedule B, Part I -Requirements are met.

SPECIAL EXCEPTIONS:

1. General taxes for the year(s) 2021 and subsequent years.

   Permanent Tax / Assessor Parcel Number(s) 04-10-315-038-0000 (Affects Parcels 1 and 2)
   1st installment of the 2021 taxes are not billed.
   2nd installment of the 2021 taxes are not billed.

   Permanent Tax / Assessor Parcel Number(s) 04-15-100-047-0000 (Affects Parcels 3 and 4)
   1st installment of the 2021 taxes are not billed.
   2nd installment of the 2021 taxes are not billed.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

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ALTA Commitment for Title Insurance (08/01/2016)

Fidelity National Title Insurance Company

SCHEDULE B SECTION II
EXCEPTIONS
AMERICAN LAND TITLE ASSOCIATION COMMITMENT

NOTE: The tax number(s) affecting the premises is marked "exempt" on the Collector's Warrants for the tax year 2019 and 2020. This Commitment and/or policy will be subject to taxes for the year 2019 and 2020 in the event the premises do not qualify for such exempt status.

NOTE: Taxes for the year(s) 2022 are not yet due and payable.

2. Rights of the public, the State of Illinois and the municipality in and to that part of the land, if any, taken or used for road purposes.

3. Grant of easement recorded July 24, 1985 as Document 85116697 made by Doerr Electric Corporation to the Village of Northbrook, at its sole expense, survey, construct, operate, maintain, rest, inspect, repair, remove, replace or abandon in place and control water main facilities, with right of access thereto, subject to the terms and conditions contained therein, over, upon and along the North 20 feet of the land.

4. Rights of the public, State of Illinois and the municipality in and to the West 17 feet of Parcel 1 dedicated for public rights of Illinois by Plat of Dedication recorded September 29, 1972 as Document 22068919 and filed October 2, 1975 as Document LR 2832561 and referred to in Documents LR 2581439 and LR 2832562.

5. Covenants, conditions, restrictions, and easement in perpetuity for drainage over, across and under that land for the benefit of premises adjoining, as contained in the Declaration of Restriction Covenants recorded September 4, 1987 as Document 87490251 and filed September 4, 1987 as Document LR 3649416 made by and between W. W. Grainger, Inc. as seller, and Northbrook Trust and Savings Bank as Trustee under Trust Agreement dated May 1, 1987 known as Trust Number LT-2977, as buyer which states that no improvements shall be constructed on the land without first obtaining written approval from seller, construction drawings of proposed improvements showing all grading elevation and water drainage, shall also be submitted for approval before construction no improvements shall be constructed on the land that will ever effect or alter the above ground or underground drainage of the property adjoining.

6. Intentionally deleted.

7. The following item, while appearing on this commitment/policy, is provided solely for your information.

   The following Environmental Disclosure Document(s) for Transfer of Real Property appear of record which include a desorption of the land insured or a part thereof:

   Document Number: 0330832022 Date of recording: November 4, 2003

8. A 31 foot building line as shown on the Plat of Subdivision aforesaid.

   (Affects Parcel 4)

9. Covenants and restrictions contained in Deed recorded November 10, 1926 as Document 9463023 relating to use, construction, cost and character of buildings to be erected on the land.

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ALTA Commitment for Title Insurance (08/01/2016)

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Fidelity National Title Insurance Company

SCHEDULE B SECTION II
EXCEPTIONS
AMERICAN LAND TITLE ASSOCIATION COMMITMENT

Note: Said instrument contains no provision for a forfeiture of or reversion of title in case of breach of condition.

(Affects Parcel 4)

10. Rights of the municipality, the State of Illinois, the public and adjoining owners in and to vacated Illinois Street.

11. Rights of the public and quasi-public utilities, if any, in said vacated Illinois Street for maintenance therein of poles, conduits, sewers and other facilities.

12. Non-Exclusive Storm Sewer and Drainage Easement Agreement dated July 2, 2014 and recorded July 10, 2014 as Document 1419119059, by and between the Village of Northbrook, an Illinois home rule municipal corporation, and W. W. Grainger, Inc.

13. Intentionally deleted.

14. Grant of easement recorded as Document Number 1530145037 in favor of Nicor Gas Company.

(Affects Parcels 3 and 4)

15. Notice of Watershed Management Permit Requirements and Obligations of Perpetual Maintenance and Operation recorded April 7, 2021 as Document Number 2109719028.

16. Intentionally deleted.

17. Rights of adjoining owner or owners to the concurrent use of the easement described and referred to herein as Parcel 5.

18. Any map/plat furnished is being done so as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.

NOTE: The policy to be issued contains an arbitration clause. Any matter in dispute between you and the Company may be subject to arbitration as an alternative to court action. Upon request, the company will provide a copy of this clause and the accompanying arbitration rules prior to the closing of the transaction. Any decision reached by arbitration shall be binding upon both you and the Company. The arbitration award may include attorney's fees, if allowed by state law, and may be entered as a judgment in any court of proper jurisdiction.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

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ALTA Commitment for Title Insurance (08/01/2016)

Fidelity National Title Insurance Company

Order No.: 10494872
110041-22-02025-IL

SCHEDULE B SECTION II
EXCEPTIONS
AMERICAN LAND TITLE ASSOCIATION COMMITMENT

NOTE FOR INFORMATION: The coverage afforded by this form and any Policy issued pursuant hereto shall not commence prior to the date on which all charges properly billed by the Company have been fully paid.

End of Schedule B

END OF SCHEDULE B SECTION II

This page is only a part of a 2016 ALTA Commitment for Title Insurance. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I – Requirements; and Schedule B, Part II – Exceptions.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

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ALTA Commitment for Title Insurance (08/01/2016)

Fidelity National Title Insurance Company

Order No.: 1
110041-22-02023-IL

EXHIBIT "A"

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Situated in the County of Cook, State of Illinois, to wit:

Parcel 1:

Lots 11 to 19 inclusive, in Block 2 in First Addition to Northbrook Manor, being a subdivision of the West 1/2 of the Southeast 1/4 of the Southwest 1/4 (except the East 30 feet for street) and that part of the North 1/2 of the Southwest 1/4 of the Southwest 1/4, lying East of the right of way of the Chicago, Milwaukee and St. Paul Railroad and the South 1/2 of the Southwest 1/4 of the Southwest 1/4 (except railroad) in Section 10, Township 42 North, Range 12, East of the Third Principal Meridian, in Cook County, Illinois.

Parcel 2:

All that part of vacated Illinois Road lying South of the South line of Lots 11 to 19 and South of the South line of Lot 11 extended West 8 feet and South of the South line of Lot 19 extended East to the Westerly right of way of the Chicago, Milwaukee and St. Paul Railroad, in Block 2 in First Addition to Northbrook Manor in Section 10, Township 42 North, Range 12, East of the Third Principal Meridian, in Cook County, Illinois, (except that part of vacated Illinois Street lying South of and adjoining the South line of Lot 11 extended West a distance of 8.00 feet to the centerline of a North/South alley lying West of and adjoining said Lot 11; West of the West line of Lot 11 extended South and East of the centerline of said alley extended South said Lot 11 in Block 2 in First Addition to Northbrook Manor, being a subdivision of the West 1/2 of the Southeast 1/4 of the Southwest 1/4, (except the East 30 feet for street) and that part of the North 1/2 of the Southwest 1/4 of the Southwest 1/4 lying East of the right of way of the Chicago, Milwaukee and St. Paul Railroad and the South 1/2 of the Southwest 1/4 of the Southwest 1/4 (except railroad) in Section 10, Township 42 North, Range 12, East of the Third Principal Meridian, in Cook County, Illinois, as described in the Special Warranty Deed recorded on September 4, 1987, as Document Number LR3649417).

Parcel 3:

That part of the Northwest 1/4 of Section 15, Township 42 North, Range 12, East of the Third Principal Meridian, described as follows:

Commencing at a point in the West line of said Northwest 1/4, 150 feet South of the North line of said 1/4 section; thence South along said West line a distance of 376 feet; thence East parallel to the North line of said 1/4 section, a distance of 871.66 feet to the Westerly line of the right of way of the Chicago, Milwaukee and St. Paul Railroad; thence Northwesterly along the Westerly line of said right of way, a distance of 394.10 feet; thence West parallel to the North line of said 1/4 section to the place of beginning (excepting from said parcel that part dedicated for Shermer Road by Document Number LR 2832561 and also except the West 33 feet of said parcel taken or used for Shermer Road) in Cook County, Illinois.

Parcel 4:

The North 150.0 feet (except the South 120 feet of the East 152 feet of the West 185 feet thereof and also except the North 30 feet of the East 143 feet of the West 176 feet thereof) of that part of the Northwest 1/4 of Section 15, Township 42 North, Range 12, East of the Third Principal Meridian, described as follows: Commencing at the intersection of the North line of said Section 15, and the West line of the right of way of the Chicago, Milwaukee and St. Paul Railroad; thence West on said North line 701.90 feet to the Northwest corner of said Section 15; thence South on the West line of said section 1091.10 feet; thence East on a line parallel with the North line of said section to the West line of said railroad right of way; thence Northwesterly along the West line of said railroad right of way to the place of beginning, (excepting from said parcel that part dedicated for Shermer Road by Document Number LR 2832561 and also except the West 33 feet of said parcel taken or used for Shermer Road) in Cook County, Illinois.

Parcel 5:

Non-exclusive easement for drainage purposes for the benefit of Parcels 1, 2, 3, and 4 as set forth in Declaration of Restrictive Covenants recorded September 4, 1987 as Document 87490251 and filed September 4, 1987 as Document LR 3649416.

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

This page is only a part of a 2016 ALTA Commitment for Title Insurance. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I – Requirements; and Schedule B, Part II – Exceptions.

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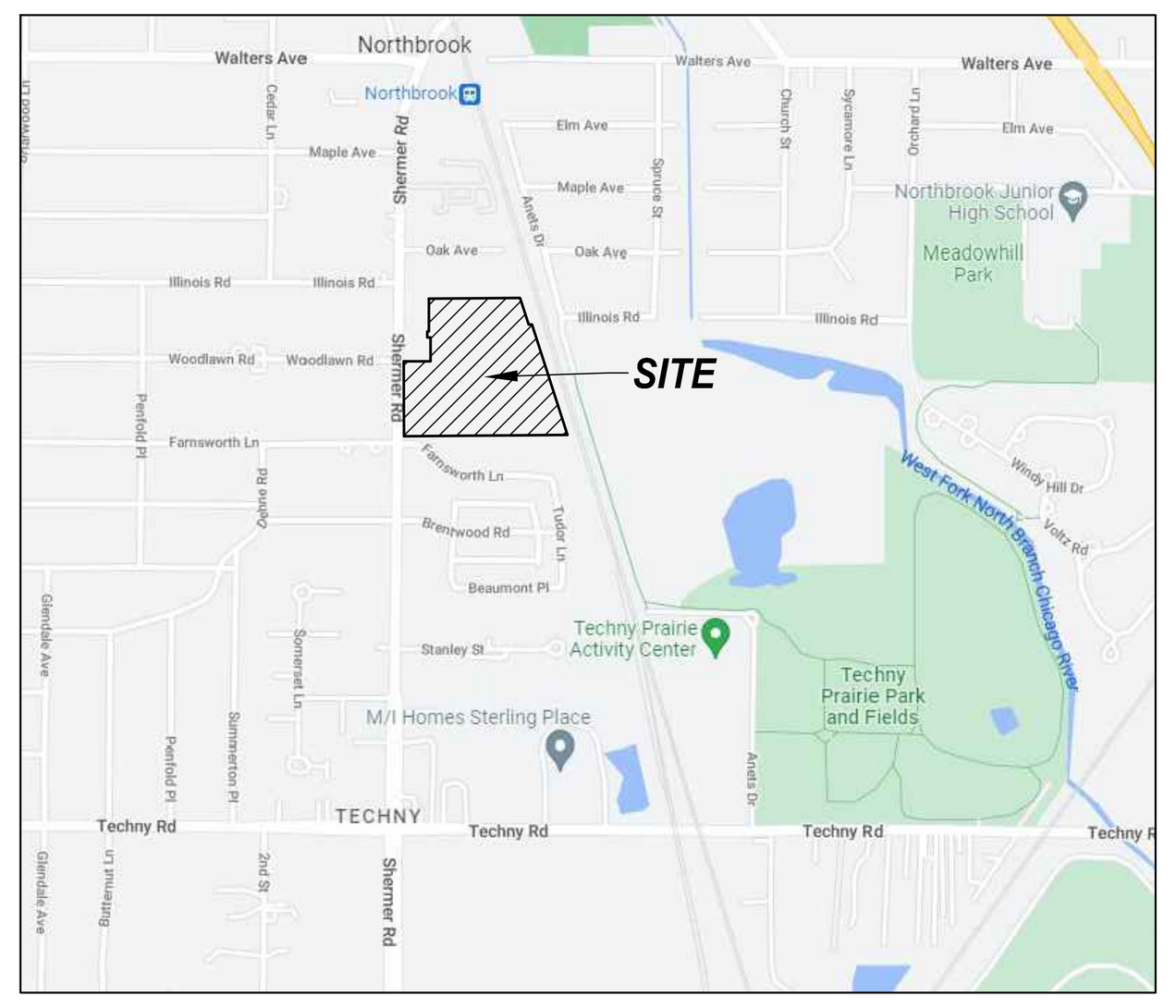
ALTA Commitment (6-17-06)

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY
OF
LMC NORTHBROOK, ILLINOIS
1657 SHERMER ROAD

PART OF THE SOUTHWEST 1/4 OF SECTION 10, AND PART OF THE NORTHWEST QUARTER OF SECTION 15, ALL IN TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

SEE TOPOGRAPHY AND NOTES ON SHEET 2



VICINITY MAP
NOT TO SCALE

FLOOD HAZARD NOTE

THIS PROPERTY IS DETERMINED TO BE IN AREA OF MINIMAL FLOOD HAZARD (ZONE X) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF COOK COUNTY, ILLINOIS & INCORPORATED AREAS (COMMUNITY PANEL NO. 17031C0227J) EFFECTIVE DATE 8/19/2008.

UTILITY ATLAS NOTES:

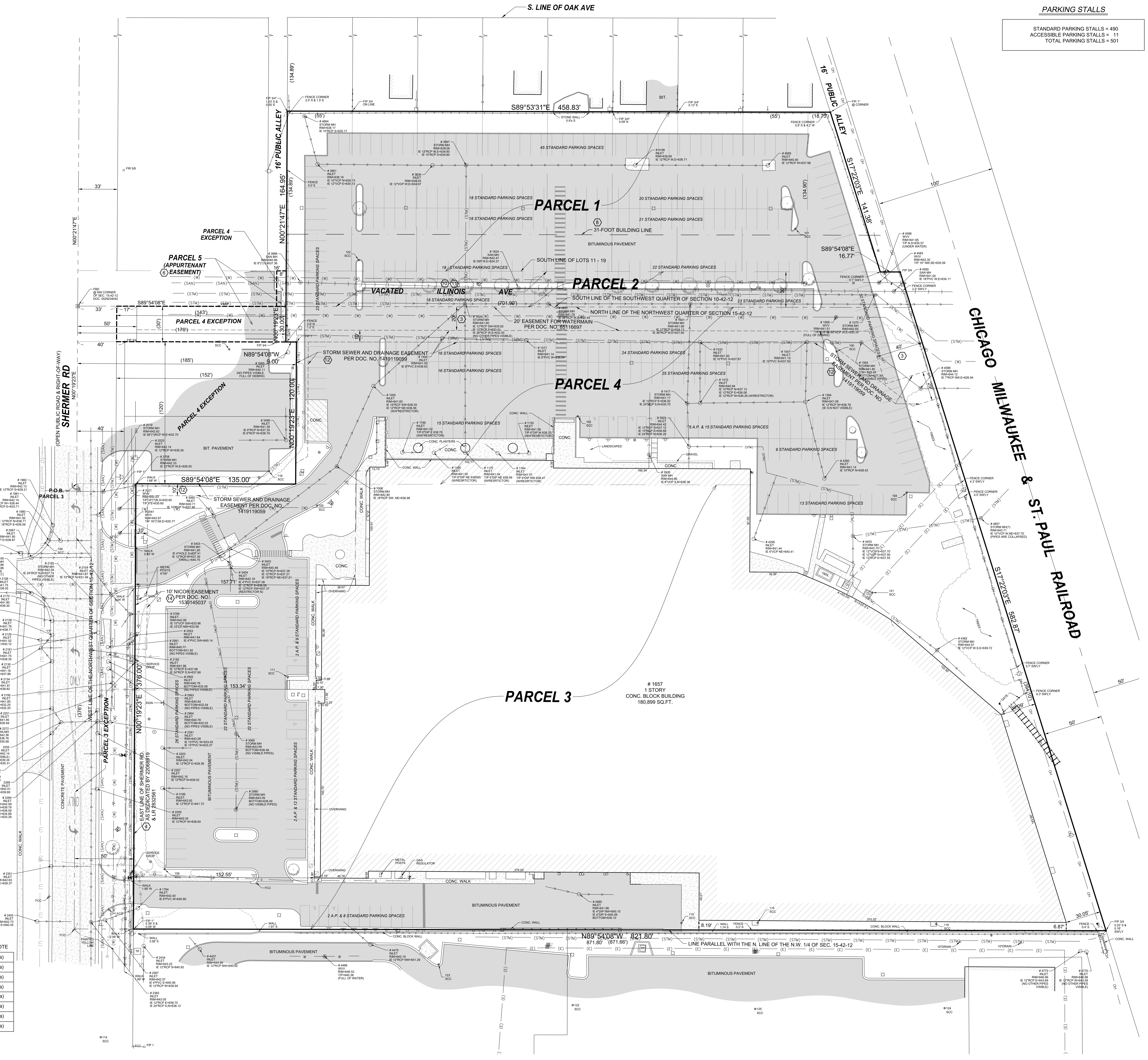
J.U.L.I.E. DESIGN STAGE REQUEST
DIG NUMBER X221251536 RECEIVED05/05/22 .

CONTACTS PROVIDED BY J.U.L.I.E. & LISTED BELOW WERE CONTACTED BY V3 VIA FAX, REQUESTING UTILITY ATLAS INFORMATION ON 05/05/22.

CONTACTS	RESPONSE
ATT/DISTRIBUTION	RESPONDED WITH ATLAS
COMED	SEE USIC RESPONSE
ROGERS COMMUNICATIONS	RESPONDED WITH NARRATIVE (*)
COMCAST	NO RESPONSE
GEBES CONSTRUCTION	NO RESPONSE
MCI/VERIZON	NO RESPONSE
NORTHBROOK, VILLAGE OF	NO RESPONSE
NICOR GAS	NO RESPONSE
ATT / T-TCG	NO RESPONSE
TDS METROCOM	RESPONDED "NO FACILITIES"
USIC LOCATING SERVICES	RESPONDED WITH COMED ATLAS

RESPONDED WITH ATLAS

(*) "ROGERS TELECOM HAS UNDERGROUND FIBER OPTIC THAT RUNS PARALLEL TO THE EAST SIDE OF THE RAILROAD TRACKS"



AREA

448,723 SQ. FT
10.3013 ACRES

PARKING STALLS

STANDARD PARKING STALLS = 490
ACCESSIBLE PARKING STALLS = 11
TOTAL PARKING STALLS = 501

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE 42° 07' 25.10143" N
LONGITUDE 87° 49' 36.81481" W
ELLIPSOIDAL HEIGHT: 538.703 SFT
GROUND SCALE FACTOR 1.0000291354
ALL MEASUREMENTS ARE ON THE GROUND.

STATE PLANE MERIDIAN

GRAPHIC SCALE

30 0 15 30 60 120

1" = 30'

LEGEND

CABLE TV PEDESTAL; TRAFFIC LIGHT POLE; TRAFFIC CONTROL BOX; TRAFFIC CONTROL VAULT; TRAFFIC LIGHT; TELEPHONE PEDESTAL; TELEPHONE MANHOLE; PAINTED TELEPHONE LINE; FIBER OPTIC CABLE LINE; ANCHOR; GUY POLE; TELEPHONE POLE; POWER POLE; LIGHT STANDARD; ELECTRIC MANHOLE; ELECTRIC PEDESTAL; ELECTRIC TRANSFORMER PAD; ELECTRIC METER; HANDHOLE; ELECTRICAL JUNCTION BOX; ELECTRIC VAULT; ELECTRIC SERVICE OUTLET BOX; PAINTED ELECTRIC LINE

PAINTED GAS LINE; GAS VALVE; GAS METER; GAS VALVE VAULT; GAS METER; PIPELINE MARKER; MONITORING WELL; POST INDICATOR VALVE; WELL HEAD; FLAGPOLE; MAILBOX; SIGN; POST; PUBLIC PAY TELEPHONE; PARKING METER; WETLAND MARKER; BASKETBALL HOOP; AIR CONDITIONER PAD/UNIT; DECIDUOUS TREE W/ TRUNK SIZE; NON-DECIDUOUS TREE W/ TRUNK SIZE; BUSH; SOIL BORING HOLE W/ NUMBER

HEADWALL; CURB INLET; STORM INLET; STORM MANHOLE; FLARED END SECTION; CLEANOUT; SANITARY MANHOLE; HOSE BIB; B-BOX; HYDRANT; WATER VALVE; WATER VALVE VAULT; PAINTED WATER LINE; SPRINKLER HEAD; WATER METER; FOUND DISK IN CONCRETE; FOUND ROW MARKER; FOUND IRON ROD; FOUND RAILROAD SPIKE; FOUND PK NAIL; FOUND IRON PIPE; FOUND IRON BAR; FOUND BRASS MONUMENT; FOUND CROSS NOTCH; SET PK NAIL; SET IRON PIPE; SET MONUMENT; SET TRAVERSE POINT; SET CONCRETE MONUMENT; FOUND BRASS DISK

SECTION CORNER; QUARTER SECTION CORNER

PROPERTY LINE; EXISTING RIGHT-OF-WAY LINE; PROPOSED RIGHT-OF-WAY LINE; LOT LINE; CENTERLINE; EXISTING EASEMENT LINE; PROPOSED EASEMENT LINE; BUILDING SETBACK LINE; SECTION LINE; DIVISIONAL SECTION LINE; EXISTING FENCELINE (CHAIN LINK); EXISTING FENCELINE (WOOD); EXISTING FENCELINE (WIRE); GUARDRAIL; RAILROAD TRACKS; UNDERGROUND CABLE TV; UNDERGROUND CABLE TV(ATLAS INFO.); UNDERGROUND FIBER OPTIC CABLE(ATLAS); UNDERGROUND ELECTRIC; UNDERGROUND ELECTRIC(ATLAS INFO.); UNDERGROUND TELEPHONE; UNDERGROUND TELEPHONE(ATLAS INFO.); GAS MAIN; GAS MAIN(ATLAS INFO.); WATER MAIN; WATER MAIN (ATLAS INFO.); WATER SERVICE (ATLAS INFO.); SANITARY SEWER; SANITARY SEWER(ATLAS INFO.); STORM SEWER; STORM SEWER(ATLAS INFO.); EDGE OF WATER; OVERHEAD WIRES; CURB; DEPRESSED CURB; EXISTING CONTOUR LINE; ASPHALT PAVING OR WATER (LABELED); UNPAVED ROAD; CONCRETE; WETLANDS; EXISTING BUILDING; MARSH AREA; DETECTABLE WARNING PAD

ABBREVIATIONS

782.62 / 782.12	EXISTING TOP OF CURB ELEVATION / EXISTING FLOW LINE ELEVATION
+782.62	EXISTING SPOT ELEVATION
GFE	GARAGE FINISHED FLOOR
FFE	FINISHED FLOOR
TCF	TOP OF FOUNDATION
CMP	CORRUGATED METAL PIPE
RCP	REINFORCED CONCRETE PIPE
VCP	VITRIFIED CLAY PIPE
FRM.	FRAME
BRK.	BRICK
TC	TOP OF CURB
DEP	DEPRESSED CURB
GUT	GUTTER
EP	EDGE OF PAVEMENT
F.L.	FLOW LINE
CONC.	CONCRETE
BIT.	BITUMINOUS
MH	MANHOLE
CW	CONCRETE WALK
TW	TOP OF WALL
BW	BOTTOM OF WALL
TP	TOP OF PIPE
BW	BACK OF WALK
FES	FLARED END SECTION
INV	INVERT
DIP	DUCTILE IRON PIPE
SD	STORM DRAIN
SAN	SANITARY SEWER
N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
A	ARC LENGTH
R	RADIUS
U.E.	UTILITY EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
D.E.	DRAINAGE EASEMENT
M.U.E.	MUNICIPAL UTILITY EASEMENT
I.E.	INGRESS & EGRESS EASEMENT
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
(REC)	RECORD DATUM
MEAS.	MEASURED DATUM
[CALC]	CALCULATED DATUM
<DEED>	INFORMATION TAKEN FROM DEED
ETBE	EXCEPTION TO BLANKET EASEMENT
(#)	SCHEDULE B EXCEPTION

LEGAL DESCRIPTION

PARCEL 1:
LOTS 11 TO 19 INCLUSIVE, IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR, BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT THE EAST 30 FEET FOR STREET) AND THAT PART OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, LYING EAST OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD AND THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT RAILROAD) IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

ALL THAT PART OF VACATED ILLINOIS ROAD LYING SOUTH OF THE SOUTH LINE OF LOTS 11 TO 19 AND SOUTH OF THE SOUTH LINE OF LOT 11 EXTENDED WEST 8 FEET AND SOUTH OF THE SOUTH LINE OF LOT 19 EXTENDED EAST TO THE WESTERLY RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, (EXCEPT THAT PART OF VACATED ILLINOIS STREET LYING SOUTH OF AND ADJOINING THE SOUTH LINE OF LOT 11 EXTENDED WEST A DISTANCE OF 8.00 FEET TO THE CENTERLINE OF A NORTH/SOUTH ALLEY LYING WEST OF AND ADJOINING SAID LOT 11; WEST OF THE WEST LINE OF LOT 11 EXTENDED SOUTH AND EAST OF THE CENTERLINE OF SAID ALLEY EXTENDED SOUTH SAID LOT 11 IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR, BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, (EXCEPT THE EAST 30 FEET FOR STREET) AND THAT PART OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 LYING EAST OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD AND THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT RAILROAD) IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, AS DESCRIBED IN THE SPECIAL WARRANTY DEED RECORDED ON SEPTEMBER 4, 1987, AS DOCUMENT NUMBER LR3649417).

PARCEL 3:

THAT PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT IN THE WEST LINE OF SAID NORTHWEST 1/4, 150 FEET SOUTH OF THE NORTH LINE OF SAID 1/4 SECTION; THENCE SOUTH ALONG SAID WEST LINE A DISTANCE OF 376 FEET; THENCE EAST PARALLEL TO THE NORTH LINE OF SAID 1/4 SECTION, A DISTANCE OF 871.66 FEET TO THE WESTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD; THENCE NORTHWESTERLY ALONG THE WESTERLY LINE OF SAID RIGHT OF WAY, A DISTANCE OF 394.10 FEET; THENCE WEST PARALLEL TO THE NORTH LINE OF SAID 1/4 SECTION TO THE PLACE OF BEGINNING (EXCEPTING FROM SAID PARCEL THAT PART DEDICATED FOR SHERMER ROAD BY DOCUMENT NUMBER LR 2832561 AND ALSO EXCEPT THE WEST 33 FEET OF SAID PARCEL TAKEN OR USED FOR SHERMER ROAD) IN COOK COUNTY, ILLINOIS.

PARCEL 4:

THE NORTH 150.0 FEET (EXCEPT THE SOUTH 120 FEET OF THE EAST 152 FEET OF THE WEST 185 FEET THEREOF AND ALSO EXCEPT THE NORTH 30 FEET OF THE EAST 143 FEET OF THE WEST 176 FEET THEREOF) OF THAT PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE NORTH LINE OF SAID SECTION 15, AND THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD; THENCE WEST ON SAID NORTH LINE 701.90 FEET TO THE NORTHWEST CORNER OF SAID SECTION 15; THENCE SOUTH ON THE WEST LINE OF SAID SECTION 1091.10 FEET; THENCE EAST ON A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION TO THE WEST LINE OF SAID RAILROAD RIGHT OF WAY; THENCE NORTHWESTERLY ALONG THE WEST LINE OF SAID RAILROAD RIGHT OF WAY TO THE PLACE OF BEGINNING, (EXCEPTING FROM SAID PARCEL THAT PART DEDICATED FOR SHERMER ROAD BY DOCUMENT NUMBER LR 2832561 AND ALSO EXCEPT THE WEST 33 FEET OF SAID PARCEL TAKEN OR USED FOR SHERMER ROAD) IN COOK COUNTY, ILLINOIS.

PARCEL 5:

NON-EXCLUSIVE EASEMENT FOR DRAINAGE PURPOSES FOR THE BENEFIT OF PARCELS 1, 2, 3, AND 4 AS SET FORTH IN DECLARATION OF RESTRICTIVE COVENANTS RECORDED SEPTEMBER 4, 1987 AS DOCUMENT 87490251 AND FILED SEPTEMBER 4, 1987 AS DOCUMENT LR 3649416.

NOTES FROM SCHEDULE B PART II

	EXCEPTIONS	NOTE
3.	EASEMENT FOR WATERMAIN; DOC. 85116697	(a)
4.	WEST 17 FEET OF LAND DEDICATED FOR R-O-W, DOC. NOT RECEIVED	(a)
6.	(APPURTENANT) EASEMENT; DOCS. 87490251 & LR 3649416	(a)
8.	31-FOOT BUILDING LINE PER PLAT OF SUBDIVISION DOC. 9283406	(a)
10.	RIGHTS OF MUNICIPALITY, ... IN AN TO VACATED ILLINOIS STREET	(a)
11.	RIGHTS PUBLIC UTILITIES IN VACATED ILLINOIS STREET	(a)
12.	STORM SEWER AND DRAINAGE EASEMENT; DOC. 1419119059	(a)
14.	NICOR GAS COMPANY EASEMENT; DOC. 1530145037	(a)

EXCEPTIONS NOT SHOWN ABOVE AFFECT THE PROPERTY BUT ARE NOT PLOTTABLE OR NOT A SURVEY MATTER

CLARIFICATION STATEMENTS

a. its location is shown;
b. its location cannot be determined from the record document;
c. there was no observed evidence at the time of the fieldwork;
d. it is a blanket easement;
e. it is not on, does not touch, and/or - based on the description contained in the record document - does not affect, the surveyed property;
f. it limits access to an otherwise abutting right of way;
g. the documents are illegible; or
h. the surveyor has information indicating that it may have been released or otherwise terminated

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

TO: LENNAR MULTIFAMILY COMMUNITIES, LLC;
VILLAGE OF NORTHBROOK, AN ILLINOIS MUNICIPAL CORPORATION;
FIDELITY NATIONAL TITLE INSURANCE COMPANY;

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 7(a), 8, 9 AND 11(a), OF TABLE A THEREOF.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY AND TOPOGRAPHIC SURVEYS.

THE FIELD WORK WAS COMPLETED ON MAY 24, 2022.

DATED THIS 1ST DAY OF MAY , A.D., 2022 .

CHARLES W. BARTOSZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3188
MY LICENSE EXPIRES ON NOVEMBER 30, 2022.
V3 COMPANIES , LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2023.
cbartosz@v3co.com

CHARLES W. BARTOSZ 3188 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WOODRIDGE, ILLINOIS

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY
LMC NORTHBROOK, ILLINOIS, 1657 SHERMER ROAD

DRAFTING COMPLETED:	05-31-22	DRAWN BY: MLP	PROJECT MANAGER: CWB
FIELD WORK COMPLETED:	05-24-22	CHECKED BY: CWB	SCALE: 1" = 30'

Project No: 220603
Group No: VP01.1
SHEET NO. 1 of 2

REVISIONS
NO.	DATE	DESCRIPTION

PREPARED FOR:
LENNAR MULTIFAMILY COMMUNITIES, L.L.C.
1300 E. WOODFIELD RD, SUITE 304
SCHAUMBURG, IL 60173
312-342-7704

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

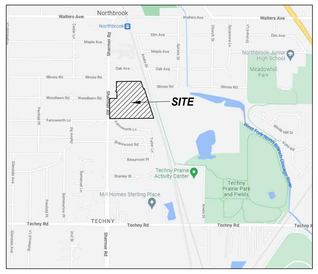
Engineers
Scientists
Surveyors

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY OF LMC NORTHBROOK, ILLINOIS, 1657 SHERMER ROAD

1657 SHERMER ROAD

PART OF THE SOUTHWEST 1/4 OF SECTION 10, AND PART OF THE NORTHWEST QUARTER OF SECTION 15, ALL IN TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



VICINITY MAP
NOT TO SCALE

BENCHMARK

SOURCE: BENCHMARKS ESTABLISH VIA TRIMBLE VRS NETWORK. DATUM IS NAVD88.

SITE:

STATION DESIGNATION: SBM#1
ESTABLISHED BY: V3
DATE: 05-19-22

ELEVATION: 644.40 (MEASURED)
DATUM: NAVD88
DESCRIPTION: SOUTHEAST ARROW ON FIRE HYDRANT ON THE EAST SIDE OF SHERMAN ROAD, NEAR THE NORTHWEST CORNER OF SURVEYED PROPERTY.

STATION DESIGNATION: SBM #2
ESTABLISHED BY: V3
DATE: 05-19-22

ELEVATION: 647.11 (MEASURED)
DATUM: NAVD88
DESCRIPTION: SQUARE CUT AT THE NORTHEAST CORNER OF CONCRETE WALL NEAR THE SOUTHEAST CORNER OF SURVEYED PROPERTY.

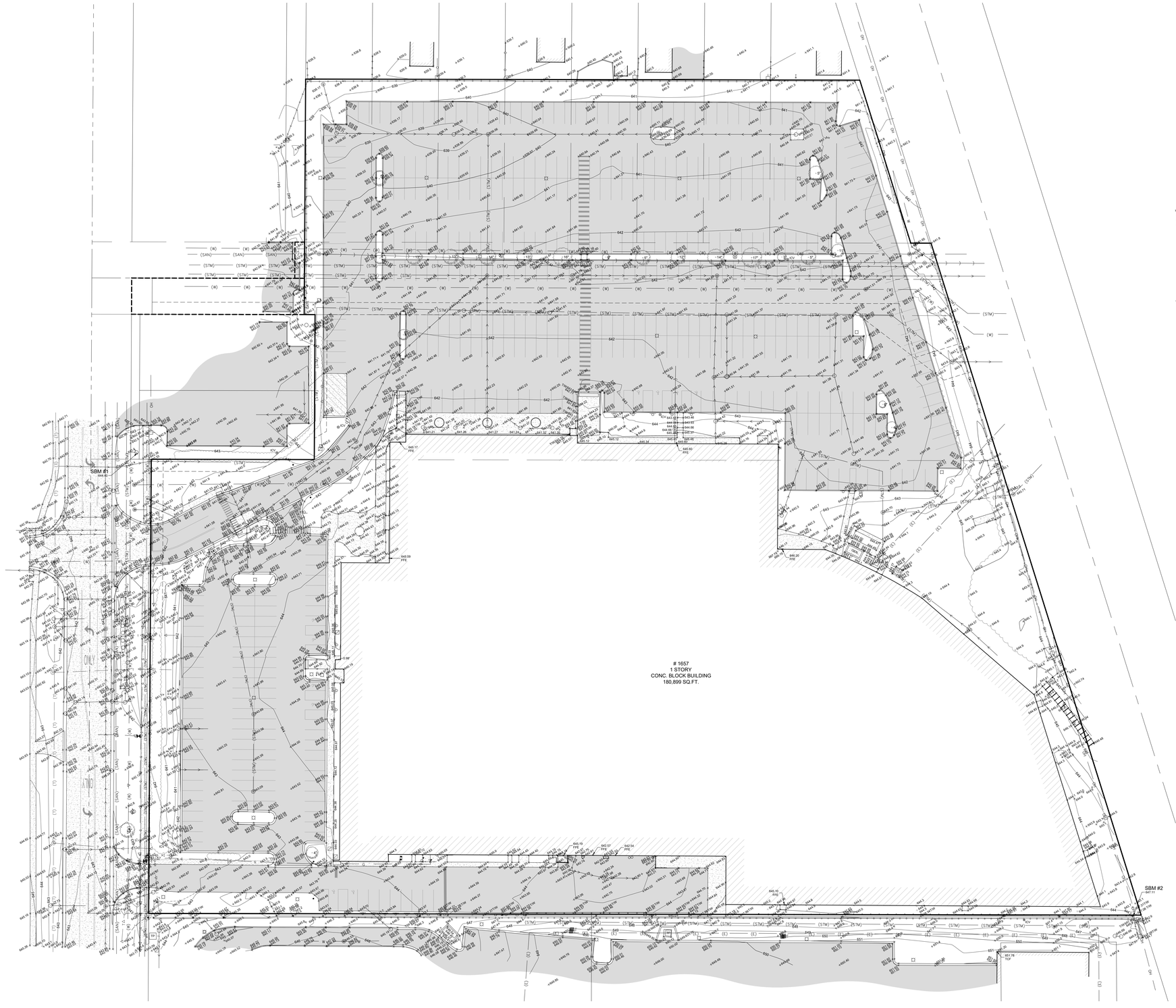
THE ELEVATIONS ABOVE WERE KNOWN TO BE ACCURATE AT THE TIME THEY WERE ESTABLISHED. V3 DOES NOT CERTIFY TO THE ACCURACY THEREAFTER, NOR ASSUMES RESPONSIBILITY FOR THE MIS-USE OR MIS-INTERPRETATION OF THE INFORMATION SHOWN HEREON.

IT IS ADVISED THAT ALL OF THE ABOVE ELEVATIONS BE CHECKED BETWEEN EACH OTHER AND VERIFY A MINIMUM OF 3 SURROUNDING UTILITY RIM ELEVATIONS AND ANY ADJACENT BUILDING FINISHED FLOOR OR TOP OF FOUNDATION ELEVATIONS SHOWN HEREON PRIOR TO USE OR COMMENCEMENT OF ANY CONSTRUCTION OR OTHER WORK.

PERSONS USING THIS INFORMATION ARE TO CONTACT V3 IMMEDIATELY WITH ANY DISCREPANCIES FOUND PRIOR TO THE START OF ANY WORK.

GENERAL NOTES

1. COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY POINTS AND MONUMENTS BEFORE ANY CONSTRUCTION, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO SURVEYOR.
2. DO NOT SCALE DIMENSIONS FROM THIS PLAT.
3. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED UPON THE DESCRIPTION AND INFORMATION FURNISHED BY THE CLIENT, TOGETHER WITH THE TITLE COMMITMENT. THE PARCEL WHICH IS DEFINED MAY NOT REFLECT ACTUAL OWNERSHIP, BUT REFLECTS WHAT WAS SURVEYED. FOR OWNERSHIP, CONSULT YOUR TITLE COMPANY.
4. MANHOLES, INLETS AND OTHER UTILITY RIMS OR GRATES SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH, AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY. THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE. THE LABELING OF THESE MANHOLES (SANITARY, WATER, ETC.) IS BASED SOLELY ON THE "STAMPED" MARKINGS OF THE RIM.
5. UNDERGROUND UTILITY LINES SHOWN HEREON ARE BASED ON FIELD LOCATED STRUCTURES IN COORDINATION WITH ATLAS INFORMATION PROVIDED BY UTILITY COMPANIES THROUGH J.U.L.I.E.'S DESIGN STAGE PROCESS. SEE "UTILITY ATLAS NOTES" HEREON FOR SPECIFICS.
6. THIS SURVEY MAY NOT REFLECT ALL UTILITIES OR IMPROVEMENTS IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING OR ARE COVERED BY SUCH ITEMS AS DUMPSTERS, TRAILERS, CARS, DIRT, PAVING OR SNOW. AT THE TIME OF THIS SURVEY, SNOW DID NOT COVER THE SITE. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.
7. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE.
8. CALL JULIE AT 1-800-892-0123 FOR FIELD LOCATION OF UNDERGROUND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION.
9. PUBLIC AND/OR PRIVATE RECORDS HAVE NOT BEEN SEARCHED TO PROVIDE ADDITIONAL INFORMATION. OVERHEAD WIRES AND POLES (IF ANY EXIST) ARE SHOWN HEREON, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
10. RESTRICTIONS THAT MAY BE FOUND IN LOCAL BUILDING AND/OR ZONING CODES HAVE NOT BEEN SHOWN. HEIGHTS AND BUILDING RESTRICTIONS (IF ANY) HAVE NOT BEEN SHOWN. ONLY THOSE SETBACK RESTRICTIONS SHOWN ON THE RECORDED SUBDIVISION OR IN THE TITLE COMMITMENT HAS BEEN SHOWN. THIS PROPERTY IS SUBJECT TO SETBACKS AS ESTABLISHED PURSUANT TO VILLAGE OF NORTHBROOK ZONING ORDINANCES AS AMENDED. IN REFERENCE TO TABLE A ITEM 6, THERE MAY BE A NEED FOR AN INTERPRETATION OF A RESTRICTION, THE SURVEYOR CANNOT MAKE A CERTIFICATION ON THE BASIS OF AN INTERPRETATION.
11. A CURRENT FIDELITY NATIONAL TITLE INSURANCE COMPANY COMMITMENT ORDER NO. 10494872, EFFECTIVE DATE 05/06/2022, WAS PROVIDED FOR SURVEYORS USE AT THE TIME OF PREPARATION OF THIS SURVEY. SEE NOTES FROM SCHEDULE B TABLE HEREON.



GRAPHIC SCALE

30 0 15 30 60 120

1" = 30'

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT LATITUDE 42° 07' 25.10143" N
LONGITUDE 87° 49' 36.81481" W
ELLIPSOIDAL HEIGHT: 538.703 SFT
GROUND SCALE FACTOR 1.0000291354
ALL MEASUREMENTS ARE ON THE GROUND.

LEGEND

- CABLE TV PEDESTAL
- TRAFFIC LIGHT POLE
- TRAFFIC CONTROL BOX
- TRAFFIC CONTROL VAULT
- TRAFFIC LIGHT
- TELEPHONE PEDESTAL
- TELEPHONE MANHOLE
- PAINTED TELEPHONE LINE
- FIBER OPTIC CABLE LINE
- ANCHOR
- GUY POLE
- TELEPHONE POLE
- POWER POLE
- LIGHT STANDARD
- ELECTRIC MANHOLE
- ELECTRIC PEDESTAL
- ELECTRIC TRANSFORMER PAD
- ELECTRIC METER
- HANDHOLE
- ELECTRICAL JUNCTION BOX
- ELECTRIC VAULT
- ELECTRIC SERVICE OUTLET BOX
- PAINTED ELECTRIC LINE
- PAINTED GAS LINE
- GAS VALVE
- GAS METER
- GAS VALVE VAULT
- GAS METER
- PIPELINE MARKER
- MONITORING WELL
- POST INDICATOR VALVE
- WELL HEAD
- FLAGPOLE
- MAILBOX
- SIGN
- POST
- PUBLIC PAY TELEPHONE
- PARKING METER
- WETLAND MARKER
- BASKETBALL HOOP
- AIR CONDITIONER PAD/UNIT
- DECIDUOUS TREE W/ TRUNK SIZE
- NONDECIDUOUS TREE W/ TRUNK SIZE
- BUSH
- SOIL BORING HOLE W/ NUMBER
- HEADWALL
- CURB INLET
- STORM INLET
- STORM MANHOLE
- FLARED END SECTION
- CLEANOUT
- SANITARY MANHOLE
- HOSE BIB
- B-BOX
- HYDRANT
- WATER VALVE
- WATER VALVE VAULT
- PAINTED WATER LINE
- SPRINKLER HEAD
- WATER METER
- FOUND DISK IN CONCRETE
- FOUND ROW MARKER
- FOUND IRON ROD
- FOUND RAILROAD SPIKE
- FOUND PK NAIL
- FOUND IRON PIPE
- FOUND IRON BAR
- FOUND BRASS MONUMENT
- FOUND CROSS NOTCH
- SET PK NAIL
- SET IRON PIPE
- SET MONUMENT
- SET TRAVERSE POINT
- SET CONCRETE MONUMENT
- FOUND BRASS DISK
- SECTION CORNER
- QUARTER SECTION CORNER

ABBREVIATIONS

- PROPERTY LINE
- EXISTING RIGHT-OF-WAY LINE
- PROPOSED RIGHT-OF-WAY LINE
- LOT LINE
- BUILDING LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- BUILDING SETBACK LINE
- SECTION LINE
- DIVISIONAL SECTION LINE
- EXISTING FENCELINE (CHAIN LINK)
- EXISTING FENCELINE (WOOD)
- EXISTING FENCELINE (WIRE)
- GUARDRAIL
- RAILROAD TRACKS
- UNDERGROUND CABLE TV
- UNDERGROUND CABLE TV(ATLAS INFO.)
- UNDERGROUND FIBER OPTIC CABLE(ATLAS)
- UNDERGROUND ELECTRIC
- UNDERGROUND ELECTRIC(ATLAS INFO.)
- UNDERGROUND TELEPHONE
- UNDERGROUND TELEPHONE(ATLAS INFO.)
- GAS MAIN
- GAS MAIN(ATLAS INFO.)
- WATER MAIN
- WATER MAIN (ATLAS INFO.)
- WATER SERVICE (ATLAS INFO.)
- SANITARY SEWER
- SANITARY SEWER(ATLAS INFO.)
- STORM SEWER
- STORM SEWER(ATLAS INFO.)
- EDGE OF WATER
- OVERHEAD WIRES
- CURB
- DEPRESSED CURB
- EXISTING CONTOUR LINE
- ASPHALT PAVING OR WATER (LABELED)
- UNPAVED ROAD
- CONCRETE
- WETLANDS
- EXISTING BUILDING
- MARSH AREA
- DETECTABLE WARNING PAD

TBC/EG	EXISTING TOP OF CURB ELEVATION
TEC/TS	EXISTING FLOW LINE ELEVATION
+702.65	EXISTING SPOT ELEVATION
GFE	GARAGE FINISHED FLOOR
BSE	BASEMENT FLOOR
TCF	TOP OF FOUNDATION
CMP	CORRUGATED METAL PIPE
RCP	REINFORCED CONCRETE PIPE
VCP	VITRIFIED CLAY PIPE
FRM	FROM
PVC	PIPE
TC	TOP OF CURB
DEP	DEPRESSED CURB
GUT	GUTTER
EP	EDGE OF PAVEMENT
FL	FLOW LINE
CONC	CONCRETE
BIT	BITUMINOUS
MH	MANHOLE
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TW	TOP OF WALL
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DIP	DUCTILE IRON PIPE
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SAN	SANITARY SEWER
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S	SOUTH
E	EAST
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<DEED>	INFORMATION TAKEN FROM DEED
ETBE	EXCEPTION TO BLANKET EASEMENT
4	SCHEDULE B EXCEPTION

NO.	DATE	DESCRIPTION

PREPARED FOR:
LENNAR MULTIFAMILY COMMUNITIES, L.L.C.
1300 E. WOODFIELD RD. SUITE 304
SCHAUMBURG, IL 60173
312.342.7704

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.0050 phone
630.724.0384 fax
v3co.com

Engineers
Scientists
Surveyors

Project No: 220603
Group No: VP01.1
SHEET NO. 2 of 2

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY
LMC NORTHBROOK, ILLINOIS
MLP | CWB
DRAWN BY: | PROJECT MANAGER:
DRAFTING COMPLETED: 05-31-22
FIELD WORK COMPLETED: 05-19-22
SCALE: 1" = 30'

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

04-09-416-015-0000
SHERMER 1528 LLC
1528 SHERMER ROAD
NORTHBROOK, IL 60062

04-09-416-016-0000
SHERMER 1528 LLC
1528 SHERMER ROAD SUIT
NORTHBROOK, IL 60062

04-09-416-017-0000
DAVID S HORWITCH
1528 SHERMER ROAD
NORTHBROOK, IL 60062

04-09-416-018-0000
SHERMER 1528 LLC
1528 SHERMER ROAD
NORTHBROOK, IL 60062

04-09-416-062-0000
NORTHTOWNLEEMANAGEMENT
1530 SHERMER ROAD
NORTHBROOK, IL 60062

04-09-416-069-0000
1512 SHERMER ROAD LLC
PO BOX 2476
NORTHBROOK, IL 60065

04-09-420-016-0000
1544 SHERMER RD LLC
1544 SHERMER RD
NORTHBROOK, IL 60062

04-10-311-007-0000
THOS J LUCAS ETAL
1515 SHERMER RD
NORTHBROOK, IL 60062

04-10-311-008-0000
THOS J LUCAS ETAL
1515 SHERMER RD
NORTHBROOK, IL 60062

04-10-311-009-0000
1519 SHERMER LLC
3400 DUNDEE RD #180
NORTHBROOK, IL 60062

04-10-311-010-0000
1519 SHERMER LLC
3400 DUNDEE RD 180
NORTHBROOK, IL 60062

04-10-311-017-0000
MARIAN F CZAJKA
922 SHERMER RD
NORTHBROOK, IL 60062

04-10-311-018-0000
CYRIL DATLOW
1924 OAK AV
NORTHBROOK, IL 60062

04-10-311-019-0000
ANGEL ANGELOV
332 COCOANUT AVE UNIT
SARASOTA, FL 34236

04-10-311-020-0000
T SHANKAR
3725 KEENAN LANE
GLENVIEW, IL 60026

04-10-311-021-0000
PRISCILLA STEBBINGS
1912 OAK AV
NORTHBROOK, IL 60062

04-10-311-022-0000
GARY L CZECHOWSKI & MA
1906 OAK AVE
NORTHBROOK, IL 60062

04-10-311-023-0000
MARCY BUSSJAGER
1904 OAK AVENUE
NORTHBROOK, IL 60062

04-10-311-027-0000
EDITH KOVACS
328 ROSEWOOD CT
NORTHBROOK, IL 60062

04-10-312-015-0000
MATTHEW PETERSEN
1828 OAK AVE
NORTHBROOK, IL 60062

04-10-312-026-0000
JOHN L & JEANNE M RAUB
1836 OAK AVE
NORTHBROOK, IL 60062

04-10-312-027-0000
BRIAN HAYES
1832 OAK AVE
NORTHBROOK, IL 60062

04-10-315-011-0000
DEREK & AUDREY NICOLL
4061 BORDEAUX DRIVE
NORTHBROOK, IL 60062

04-10-315-012-0000
YORI RUBINSON
1927 OAK AVE
NORTHBROOK, IL 60062

04-10-315-013-0000
TAXPAYER OF
1923 OAK AVE
NORTHBROOK, IL 60062

04-10-315-014-0000
CHRISTOPHER P COIRIER
1919 OAK AVE
NORTHBROOK, IL 60062

04-10-315-015-0000
SMIALEK DANIEL
1913 OAK AVE
NORTHBROOK, IL 60062

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

04-10-315-016-0000
ISABELA GHIGIU
1909 OAK AVE
NORTHBROOK, IL 60062

04-10-315-017-0000
KRISTINE SCHINLER
1903 OAK AV
NORTHBROOK, IL 60062

04-10-315-018-0000
RAFAL WILCZEK
1901 OAK ST
NORTHBROOK, IL 60062

04-10-315-028-0000
GAVIN MULLEN AN ILLINO
1340 RIDGEWOOD DR
NORTHBROOK, IL 60062

04-10-315-029-0000
ROBERTO BLANGIARDO
551 N WOLF RD
WHEELING, IL 60090

04-10-315-031-0000
SHERMER SHACK LLC
1842 KIEST AVE
NORTHBROOK, IL 60062

04-10-315-032-0000
PATRICIA M STEFFEN
1545 SHERMER RD
NORTHBROOK, IL 60062

04-10-315-033-0000
MALVINA KAVEN OR HER S
3953 OAK AVE
NORTHBROOK, IL 60062

04-10-315-034-0000
STAMO EVTIMOV TRUSTEE
1127 SHERMER RD
NORTHBROOK, IL 60062

04-10-315-035-0000
GABRIELA P MURESAN
1551 SHERMER RD
NORTHBROOK, IL 60062

04-10-315-036-0000
JIE HE
1553 SHERMER RD
NORTHBROOK, IL 60062

04-10-315-037-0000
OLEG MELKUMOV
1555 SHERMER RD
NORTHBROOK, IL 60062

04-10-315-038-0000
MARVIN F POER &COMPANY
2211 YORK RD STE 222
OAK BROOK, IL 60523

04-10-316-001-0000
STEVEN J MENDELSON TRU
1853 OAK AVE
NORTHBROOK, IL 60062

04-10-316-002-0000
JOANNA RAKOWSKI
1833 OAK
NORTHBROOK, IL 60062

04-10-316-003-0000
IRENE M JONES
1829 OAK ST
NORTHBROOK, IL 60062

04-10-316-004-0000
T & B CINTADO
1825 OAK AV
NORTHBROOK, IL 60062

04-10-316-010-0000
MARK & REBECCA STEINER
1828 ILLINOIS RD
NORTHBROOK, IL 60062

04-10-316-011-0000
REBECCA & MARK STEINER
1828 ILLINOIS RD
NORTHBROOK, IL 60062

04-10-316-012-0000
RICO STRINGER
1824 ILLINOIS RD
NORTHBROOK, IL 60062

04-10-316-013-0000
DOUGLAS G GRAWFORD
1818 ILLINOIS RD
NORTHBROOK, IL 60062

04-15-100-039-0000
CHRIS MILLER
4138 MILLER DRIVE
GLENVIEW, IL 60026

04-15-100-040-0000
CHRIS MILLER
4138 MILLER DRIVE
GLENVIEW, IL 60026

04-15-100-047-0000
MARVIN F POER &COMPANY
2211 YORK RD STE 222
OAK BROOK, IL 60523

04-15-100-052-0000
JOANN CHOI
1975 FARNSWORTH LN
NORTHBROOK, IL 60062

04-15-100-053-0000
JIE CHEN MARRIED TO ER
1971 FARNSWORTH LN
NORTHBROOK, IL 60062

04-15-100-054-0000
CHING WEI TSENG
1967 FARNSWORTH LN
NORTHBROOK, IL 60062

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

04-15-100-055-0000
SUE JUNG LEE TRUSTEE T
1963 FARNSWORTH LN
NORTHBROOK, IL 60062

04-15-100-056-0000
VERA YANISHEVSKY
1959 FARNSWORTH LA
NORTHBROOK, IL 60062

04-15-100-057-0000
JOESEPH RIZZO
1955 FARNSWORTH LN
NORTHBROOK, IL 60062

04-15-100-058-0000
SUNG JIN PARK
1951 FARNSWORTH LN
NORTHBROOK, IL 60062

04-15-100-059-0000
ERIC G MATLIN
1947 FARNSWORTH LN
NORTHBROOK, IL 60062

04-15-100-060-0000
BRIAN PARK
1943 FARNSWORTH LN
NORTHBROOK, IL 60062

04-15-100-061-0000
MARC LAPIDES
1939 N FARNSWORTH LN
NORTHBROOK, IL 60062

04-15-100-062-0000
JOSE SILVA ESCOBAR
1935 FARNSWORTH LN
NORTHBROOK, IL 60062

04-15-100-063-0000
XI LU
2186 MINT LN
GLENVIEW, IL 60026

04-15-100-064-0000
HELEN RAYMAKER TRUST A
1927 FARNSWORTH LN
NORTHBROOK, IL 60062

04-15-100-126-0000
SHERMER PL MSTR ASSOC
355 W DUNDEE RD #110
BUFFALO GRV, IL 60089

04-15-100-127-0000
SHERMER PL MSTR ASSOC
355 W DUNDEE RD #110
BUFFALO GRV, IL 60089

04-15-100-140-0000
SHERMER PLACE MASTER
335 W DUNDEE RD #110
BUFFALO GRVE, IL 0

04-15-100-141-0000
SHERMER PLACE MASTER
355 W DUNDEE RD #110
BUFFALO GRVE, IL 60089

04-15-100-142-0000
GLENVIEW ST BK
800 WAUKEGAN RD
GLENVIEW, IL 60025

04-15-100-144-1001
LAWRENCE M GRITTON
1739 TUDOR LN #101
NORTHBROOK, IL 60062

04-15-100-144-1002
VIRGINIA H HUNT
1739 TUDOR LN 102
NORTHBROOK, IL 60062

04-15-100-144-1003
NIAN LIN
1739 TUDOR LN UNIT 103
NORTHBROOK, IL 60062

04-15-100-144-1004
THOMAS EDWARD CORREA J
1739 TUDOR LN
NORTHBROOK, IL 60062

04-15-100-144-1005
BLAIR BRENNER
1739 TUDOR LANE 105
NORTHBROOK, IL 60062

04-15-100-144-1006
CHARMAINE TROTTA
1739 TUDOR LN UNIT 106
NORTHBROOK, IL 60062

04-15-100-144-1007
CECILIA GRIFFITH
1739 TUDOR LN UNIT 107
NORTHBROOK, IL 60062

04-15-100-144-1008
JOSHUA VAN
1739 TUDOR LN UNIT 108
NORTHBROOK, IL 60062

04-15-100-144-1009
DOUGLAS A BOGIE
1739 TUDOR LN #109
NORTHBROOK, IL 60062

04-15-100-144-1010
HAROLD P SINGER
1739 TUDOR LN #110
NORTHBROOK, IL 60062

04-15-100-144-1011
LES FINTZ & DEBRA FINT
4 PRINCETON DR
MANALAPAN, NJ 77263

04-15-100-144-1012
JANET PEPOON
1737 TUDOR LANE 202
NORTHBROOK, IL 60062

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

04-15-100-144-1013
ZAGORKA COSIC
1739 TUDOR LN UNIT#203
NORTHBROOK, IL 60062

04-15-100-144-1014
GEORGE & PETER TZAKIS
4019 IDLEWILD LN
NAPERVILLE, IL 60564

04-15-100-144-1015
ROBERT KING SUJA KING
2890 FREDRIC CT
NORTHBROOK, IL 60062

04-15-100-144-1016
CHRIS MICHAEL
440 RIDGE CT
LK IN THE HL, IL 60156

04-15-100-144-1017
VIKTOR CHEREVKO
1739 TUDOR LN UNIT 207
NORTHBROOK, IL 60062

04-15-100-144-1018
MICHELE J BARKIN
1739 TUDOR LN UNIT 208
NORTHBROOK, IL 60062

04-15-100-144-1019
GERALD T JERR & DONNA
1739 TUDOR LN UNIT 209
NORTHBROOK, IL 60062

04-15-100-144-1020
COLUMBUS KWON
1739 TUDOR LN UNIT 210
NORTHBROOK, IL 60062

04-15-100-144-1021
KATHARINE KASTORY TRUS
1739 TUDOR LN UNIT 301
NORTHBROOK, IL 60062

04-15-100-144-1022
PETER D LATTO TRUSTEE
1739 TUDOR LN UNIT 302
NORTHBROOK, IL 60062

04-15-100-144-1023
JUDY S MARITATO TRUST
1739 TUDOR LN UNIT 303
NORTHBROOK, IL 60062

04-15-100-144-1024
CYNTHIA M MISIURAK TRT
291 HAYWOOD DR
ROUND LAKE, IL 60073

04-15-100-144-1025
BRADLEY BECKER
3163 DONOVAN GLEN CT
NORTHBROOK, IL 60062

04-15-100-144-1026
GERALD & L ZEILER
1739 TUDOR LN 306
NORTHBROOK, IL 60062

04-15-100-144-1027
KEUM J PARK
1739 TUDOR LN #307
NORTHBROOK, IL 60062

04-15-100-144-1028
EUI SUK PARK
1739 TUDOR LN #308
NORTHBROOK, IL 60062

04-15-100-144-1029
JOAN H GOLDBURG
1739 TUDOR LANE #309
NORTHBROOK, IL 60062

04-15-100-144-1030
AMELIA MALICK
1739 TUDOR LANE 310
NORTHBROOK, IL 60062

04-15-100-144-1031
GEORGE & PETER TZAKIS
4019 IDLEWILD LN
NAPERVILLE, IL 60564

04-15-100-144-1032
HAROLD SINGER
1739 TUDOR LN #110
NORTHBROOK, IL 60062

04-15-100-144-1033
ROBERT KING SUJA KING
2890 FREDRIC CT
NORTHBROOK, IL 60062

04-15-100-144-1034
KEUM J PARK
1739 TUDOR LN #307
NORTHBROOK, IL 60062

04-15-100-144-1035
VIKTOR CHEREVKO
1739 TUDOR LN UNIT 207
NORTHBROOK, IL 60062

04-15-100-144-1036
CECILIA GRIFFITH
1739 TUDOR LN UNIT 107
NORTHBROOK, IL 60062

04-15-100-144-1037
ZAGORKA COSIC
1739 TUDOR LN UNIT#203
NORTHBROOK, IL 60062

04-15-100-144-1038
GEORGE & PETER TZAKIS
4019 IDLEWILD LN
NAPERVILLE, IL 60564

04-15-100-144-1039
GERALD T JERR & DONNA
1739 TUDOR LN UNIT 209
NORTHBROOK, IL 60062

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

04-15-100-144-1040
HAROLD P SINGER
1739 TUDOR LN #110
NORTHBROOK, IL 60062

04-15-100-144-1041
JOAN H GOLDBURG
1739 TUDOR LN UNIT 309
NORTHBROOK, IL 60062

04-15-100-144-1042
AMELIA MALICK
1739 TUDOR LANE 310
NORTHBROOK, IL 60062

04-15-100-144-1043
AMELIA MALICK
1739 TUDOR LANE 310
NORTHBROOK, IL 60062

04-15-100-144-1044
LAWRENCE M GRITTON
1739 TUDOR LANE #101
NORTHBROOK, IL 60062

04-15-100-144-1045
LES FINTZ & DEBRA FINT
4 PRINCETON DR
MANALAPAN, NJ 77263

04-15-100-144-1046
JANET PEPON
1739 TUDOR LANE 202
NORTHBROOK, IL 60062

04-15-100-144-1047
NIAN LIN
1739 TUDOR LN UNIT 103
NORTHBROOK, IL 60062

04-15-100-144-1048
JUDY S MARITATO TRUST
1739 TUDOR LN UNIT 303
NORTHBROOK, IL 60062

04-15-100-144-1049
COLUMBUS KWON
1739 TUDOR LN UNIT 210
NORTHBROOK, IL 60062

04-15-100-144-1050
JUDY S MARITATO TRUST
1739 TUDOR LN UNIT 303
NORTHBROOK, IL 60062

04-15-100-144-1051
HERBERT BRENNER
3544 PATTEN RD
HIGHLAND PK, IL 60035

04-15-100-144-1052
BRAD BECKER
1739 TUDOR LN #303
NORTHBROOK, IL 60062

04-15-100-144-1053
CHARMAINE TROTTA
1739 TUDOR LN UNIT 106
NORTHBROOK, IL 60062

04-15-100-144-1054
PETER D LATTO TRUSTEE
1739 TUDOR LN UNIT 302
NORTHBROOK, IL 60062

04-15-100-144-1055
CHRIS MICHAEL
440 RIDGE CT
LK IN THE HL, IL 60156

04-15-100-144-1056
CHARMAINE TROTTA
1739 TUDOR LN UNIT 106
NORTHBROOK, IL 60062

04-15-100-144-1057
JOSHUA VAN
1739 TUDOR LN UNIT 108
NORTHBROOK, IL 60062

04-15-100-144-1058
CYNTHIA M MISIURAK TRT
291 HAYWOOD DR
ROUND LAKE, IL 60073

04-15-100-144-1059
PETER D LATTO TRUSTEE
1739 TUDOR LN UNIT 302
NORTHBROOK, IL 60062

04-15-100-144-1060
KATHARINE KASTORY TRUS
1739 TUDOR LN UNIT 301
NORTHBROOK, IL 60062

04-15-100-144-1061
VIRGINIA H HUNT
1739 TUDOR LN 102
NORTHBROOK, IL 60062

04-15-100-144-1062
COLUMBUS KWON
1739 TUDOR LN UNIT 210
NORTHBROOK, IL 60062

04-15-100-144-1063
DOUGLAS A BOGIE
1739 TUDOR LN #109
NORTHBROOK, IL 60062

04-15-100-144-1064
JOAN H GOLDBURG
1739 TUDOR LN UNIT 309
NORTHBROOK, IL 60062

04-15-100-144-1065
THOMAS CORREA JR
1739 TUDOR LN UNIT 104
NORTHBROOK, IL 60062

04-15-100-144-1066
MICHELE J BARKIN
1739 TUDOR LN UNIT 208
NORTHBROOK, IL 60062

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

04-15-100-144-1067
EUI SUK PARK
1739 TUDOR LN UNIT 308
NORTHBROOK, IL 60062

04-15-100-144-1068
GERALD ZEILER
1739 TUDOR LANE #306
NORTHBROOK, IL 60062

04-15-100-144-1069
LES FINTZ & DEBRA FINT
4 PRINCETON DR
MANALAPAN, NJ 77263

04-15-100-144-1070
GERALD&LORRAINE ZEILER
1739 TUDOR LANE #306
NORTHBROOK, IL 60062

04-15-100-145-1001
JOHN C MEYERS
1914 FARNSWORTH LN 101
NORTHBROOK, IL 60062

04-15-100-145-1002
MARYANN HANSEN
1914 FARNSWORTH #102
NORTHBROOK, IL 60062

04-15-100-145-1003
BRADLEY H GREENBERG TR
3310 OLD MILL RD
NORTHBROOK, IL 60062

04-15-100-145-1004
VAL NAPADOV
2525 ANNE LN
NORTHBROOK, IL 60062

04-15-100-145-1005
BRADLEY H GREENBERG
3310 OLD MILL RD
NORTHBROOK, IL 60062

04-15-100-145-1006
ELA MOSKOVICH
23285 N PROVIDENCE DR
KILDEER, IL 60047

04-15-100-145-1007
EUN K JANG
1621 GALLOWAY DR
INVERNESS, IL 60010

04-15-100-145-1008
OLGA SMIRNOV
1710 CASS AV
LIBERTYVILLE, IL 60048

04-15-100-145-1009
VALERIA ROZENDO BURKE
1914 FARNSWORTH LN#109
NORTHBROOK, IL 60062

04-15-100-145-1010
ROBERT L LUBAR
1914 FARNSWORTH LN 110
NORTHBROOK, IL 60062

04-15-100-145-1011
MARK FILLER
226 PROSPECT
HIGHLAND PK, IL 60035

04-15-100-145-1012
OLEG BALYUK
1914 FARNSWORTH LN#202
NORTHBROOK, IL 60062

04-15-100-145-1013
HAK SOO KANG
1914 FARNSWORTH LN 203
NORTHBROOK, IL 60062

04-15-100-145-1014
VASSILIY LARCHENKO
2181 2ND STREET
NORTHBROOK, IL 60062

04-15-100-145-1015
IN JA CHO
912 PFINGSTEN RD
GLENVIEW, IL 60025

04-15-100-145-1016
MILA GELIN TRUSTEE
138 TOULON DR
BUFFALO GRV, IL 60089

04-15-100-145-1017
MARK J DILLON
27520 E SAVANNAH TRAIL
LK BARRINGTN, IL 60010

04-15-100-145-1018
BRITTANY L BOSSARD
1914 FARNSWORTH LN#208
NORTHBROOK, IL 60062

04-15-100-145-1019
EDWARD BRANDON
1914 FARNSWORTH LN 209
NORTHBROOK, IL 60062

04-15-100-145-1020
WON SUN PARK
1914 FARNSWORTH LN#210
NORTHBROOK, IL 60062

04-15-100-145-1021
STEPHEN J GINARDI
1914 FARNSWORTH LN 301
NORTHBROOK, IL 60062

04-15-100-145-1022
TODD DANIELS
1217 WESTERN AVE
NORTHBROOK, IL 60062

04-15-100-145-1023
ROBERT C KING
1914 FARNSWORTH LN#303
NORTHBROOK, IL 60062

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

04-15-100-145-1024
VAL NAPADOV
2525 ANNE LANE
NORTHBROOK, IL 60062

04-15-100-145-1025
WAK KIM
620 MCHENRY RD UNIT406
WHEELING, IL 60090

04-15-100-145-1026
D STEFFEK SADOWSKA
912 BREITER CT
BENSENVILLE, IL 60106

04-15-100-145-1027
1914 FARNSWORTH307 LLC
1110 W LAKE COOK 385
BUFFALO GRVE, IL 60089

04-15-100-145-1028
VASSILIY LARCHENKO
2181 2ND STREET
NORTHBROOK, IL 60062

04-15-100-145-1029
KIMBERLY A ADELSON
1914 FARNSWORTH LN 309
NORTHBROOK, IL 60062

04-15-100-145-1030
JOHN VICKERY
1914 FARNSWORTH LN 310
NORTHBROOK, IL 60062

04-15-100-145-1031
MARK FILLER
226 PROSPECT
HIGHLAND PK, IL 60035

04-15-100-145-1032
MILA GELIN TRUSTEE
138 TOULON DR
BUFFALO GRV, IL 60089

04-15-100-145-1033
1914 FARNSWORTH307 LLC
1110 W LAKE COOK 385
BUFFALO GRVE, IL 60089

04-15-100-145-1034
EUN J JANG
1621 GALLOWAY DR
INVERNESS, IL 60010

04-15-100-145-1035
OLGA SMIRNOV
1710 CASS AV
LIBERTYVILLE, IL 60048

04-15-100-145-1036
ROBERT C KING
1914 FARNSWORTH LN#303
NORTHBROOK, IL 60062

04-15-100-145-1037
HAK SOO KANG
1914 FARNSWORTH LN 203
NORTHBROOK, IL 60062

04-15-100-145-1038
VASSILIY LARSCENKO
2181 2ND STREET
NORTHBROOK, IL 60062

04-15-100-145-1039
MARK FILLER
226 PROSPECT AVE
HIGHLAND PK, IL 60035

04-15-100-145-1040
BOB LUBAR
1914 FARNSWORTH #110
NORTHBROOK, IL 60062

04-15-100-145-1041
ROBERT L LUBAR
1914 FARNSWORTH LN 110
NORTHBROOK, IL 60062

04-15-100-145-1042
JOHN VICKERY
1914 FARNSWORTH LN 310
NORTHBROOK, IL 60062

04-15-100-145-1043
JOHN VICKERY
1914 FARNSWORTH LN 310
NORTHBROOK, IL 60062

04-15-100-145-1044
JOHN C MEYERS
1914 FARNWORTH LN 101
NORTHBROOK, IL 60062

04-15-100-145-1045
STEPHEN J GINARDI
1914 FARNSWORTH LN 301
NORTHBROOK, IL 60062

04-15-100-145-1046
VALERIA ROZENDO BURKE
1914 FARNSWORTH LN#109
NORTHBROOK, IL 60062

04-15-100-145-1047
EDWARD BRANDON
1914 FARNSWORTH LN 209
NORTHBROOK, IL 60062

04-15-100-145-1048
WON SUN PARK
1914 FARNSWORTH LN#210
NORTHBROOK, IL 60062

04-15-100-145-1049
WON SUN PARK
1914 FARNSWORTH LN#210
NORTHBROOK, IL 60062

04-15-100-145-1050
MARK J DILLON
1914 FARNSWORTH NO 207
NORTHBROOK, IL 60062

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

04-15-100-145-1051
VASSILIY LARCHENKO
2181 2ND STREET
NORTHBROOK, IL 60062

04-15-100-145-1052
BRADLEY H GREENBERG
3310 OLD MILL RD
NORTHBROOK, IL 60062

04-15-100-145-1053
JOHN C MEYERS
1914 FARNSWORTH LN 101
NORTHBROOK, IL 60062

04-15-100-145-1054
TODD DANIELS
1217 WESTERN AVE
NORTHBROOK, IL 60062

04-15-100-145-1055
WAK KIM
620 MCHENRY RD APT 406
WHEELING, IL 60090

04-15-100-145-1056
ELA MOSKOVICH
23285 N PROVIDENCE DR
KILDEER, IL 60047

04-15-100-145-1057
BRITTANY BOSSARD
1914 FARNSWORTH LN 208
NORTHBROOK, IL 60062

04-15-100-145-1058
VAL NAPADOV
2525 ANNE LANE
NORTHBROOK, IL 60062

04-15-100-145-1059
BRADLEY H GREENBERG TR
3310 OLD MILL RD
NORTHBROOK, IL 60062

04-15-100-145-1060
TODD DANIELS
1217 WESTERN AVE
NORTHBROOK, IL 60062

04-15-100-145-1061
MARYANN HANSEN
1914 FARNSWORTH #102
NORTHBROOK, IL 60062

04-15-100-145-1062
OLEG BALYUK
1914 FARNSWORTH LN#202
NORTHBROOK, IL 60062

04-15-100-145-1063
MARYANN HANSEN
1914 FARNSWORTH #102
NORTHBROOK, IL 60062

04-15-100-145-1064
KIMBERLY A ADELSON
1914 FARNSWORTH LN 309
NORTHBROOK, IL 60062

04-15-100-145-1065
VAL NAPADOV
2525 ANNE LN
NORTHBROOK, IL 60062

04-15-100-145-1066
IN JA CHO
912 PFINGSTEN RD
GLENVIEW, IL 60025

04-15-100-145-1067
D STEFFEK SADOWSKA
912 BREITER CT
BENSENVILLE, IL 60106

04-15-100-146-1001
DAVID CHEN & ANNE CHEN
1950 FARNSWORTH LN#101
NORTHBROOK, IL 60062

04-15-100-146-1002
SEVAN KRIKORIAN TRUSTE
1208 LOYOLA DR
LIBERTYVILLE, IL 60048

04-15-100-146-1003
LAWRENCE MANELIS
1950 FARNSWORTH LN 103
NORTHBROOK, IL 60062

04-15-100-146-1004
VAL NAPADOV
2525 ANNE LANE
NORTHBROOK, IL 60062

04-15-100-146-1005
EVELINA T LOESCHER
1950 FARNSWORTH LN 105
NORTHBROOK, IL 60062

04-15-100-146-1006
XIAOYU SANG
401 BALTIC CIR #437
REDWOOD CITY, CA 94065

04-15-100-146-1007
COLWYN DIANE
1950 FARNSWORTH LN 107
NORTHBROOK, IL 60062

04-15-100-146-1008
ALEXANDRA E ROSEN
1427 WESCOTT RD
NORTHBROOK, IL 60062

04-15-100-146-1009
VIKTOR CHEREVKO
1781 TUDOR LN UNIT 102
NORTHBROOK, IL 60062

04-15-100-146-1010
ROBERT &SHARON SANDERS
1950 FARNSWORTH LN 110
NORTHBROOK, IL 60062

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

04-15-100-146-1011
SP 205 LLC
401 HUEHL RD 1A
NORTHBROOK, IL 60062

04-15-100-146-1012
DANIEL ROSENFELD
1950 FARNSWORTH LN
NORTHBROOK, IL 60062

04-15-100-146-1013
ARJUN RAMRAKHYANI
2792 INDEPENDENCE AV
GLENVIEW, IL 60026

04-15-100-146-1014
TERRI D CHALMERS TRUST
1950 FARNSWORTH LN#204
NORTHBROOK, IL 60062

04-15-100-146-1015
YEVHENIYA SALYUK
1950 FARNSWORTH LN
NORTHBROOK, IL 60062

04-15-100-146-1016
MICHELE A GRANT RC DA
1950 FARNSWORTH LN#207
NORTHBROOK, IL 60062

04-15-100-146-1017
BARBARA STAWSKI
1950 FARNSWORTH LN#208
NORTHBROOK, IL 60062

04-15-100-146-1018
VASSILIY LARCHENKO
2181 2ND STREET
NORTHBROOK, IL 60062

04-15-100-146-1019
THE KATY D KANG LIVING
1950 FARNSWORTH LN#210
NORTHBROOK, IL 60062

04-15-100-146-1020
BARRY & ELAINE TALBERT
1950 FARNSWORTH LN 301
NORTHBROOK, IL 60062

04-15-100-146-1021
MICHAEL RABIN
1950 FARNSWORTH LN 302
NORTHBROOK, IL 60062

04-15-100-146-1022
EDWARD VAYMAN
728 11TH ST
WILMETTE, IL 60091

04-15-100-146-1023
ROBERT RYSER
1000 SHERIDAN ROAD
HIGHLAND PK, IL 60035

04-15-100-146-1024
PAUL S LEE
1950 FARNSWORTH LN#305
NORTHBROOK, IL 60062

04-15-100-146-1025
AMAR V PATEL
1950 FARNSWORTH LN#306
NORTHBROOK, IL 60062

04-15-100-146-1026
TAE MIN YU
1950 FARNSWORTH LN#307
NORTHBROOK, IL 60062

04-15-100-146-1027
CHICAGO TITLE LAND TRU
1950 FARNSWORTH LN#308
NORTHBROOK, IL 60062

04-15-100-146-1028
THE YOUNG & AE KIM LIV
3150 MARS CT
LAFAYETTE, CA 94549

04-15-100-146-1029
FLORENCE LOEB
4205 BRITTANY TRAIL DR
CHAMPAIGN, IL 61822

04-15-100-146-1030
VIKTOR CHEREVKO
1781 TUDOR LN UNIT 102
NORTHBROOK, IL 60062

04-15-100-146-1031
YEVHENIYA SALYUK
1950 FARNSWORTH LN 205
NORTHBROOK, IL 60062

04-15-100-146-1032
EVELINA T LOESCHER
1950 FARNSWORTH LN 105
NORTHBROOK, IL 60062

04-15-100-146-1033
TAE MIN YU
1950 FARNSWORTH LN#307
NORTHBROOK, IL 60062

04-15-100-146-1034
EDWARD VAYMAN
728 11TH ST
WILMETTE, IL 60091

04-15-100-146-1035
ROBERT RYSER
1000 SHERIDAN ROAD
HIGHLAND PK, IL 60035

04-15-100-146-1036
LAWRENCE MANELIS
1950 FARNSWORTH LN 103
NORTHBROOK, IL 60062

04-15-100-146-1037
VIKTOR CHEREVKO
1781 TUDOR LN UNIT 102
NORTHBROOK, IL 60062

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

04-15-100-146-1038
VASSILIY LARCHENKO
2181 2ND STREET
NORTHBROOK, IL 60062

04-15-100-146-1039
SEVAN KRIKORIAN TRUSTE
1208 LOYOLA DR
LIBERTYVILLE, IL 60048

04-15-100-146-1040
MR & MRS ROBT SANDERS
1950 FARNSWORTH #110
NORTHBROOK, IL 60062

04-15-100-146-1041
SHARON &ROBERT SANDERS
1950 FARNSWORTH LN 110
NORTHBROOK, IL 60062

04-15-100-146-1042
THE KATY D KANG LIVING
1950 FARNSWORTH LN#210
NORTHBROOK, IL 60062

04-15-100-146-1043
THE KATY D KANG LIVING
1950 FARNSWORTH LN#210
NORTHBROOK, IL 60062

04-15-100-146-1044
SP 205 LLC
401 HUEHL RD 1A
NORTHBROOK, IL 60062

04-15-100-146-1045
FLORENCE LOEB
4205 BRITTANY TRAIL DR
CHAMPAIGN, IL 61822

04-15-100-146-1046
FLORENCE LOEB
4205 BRITTANY TRAIL DR
CHAMPAIGN, IL 61822

04-15-100-146-1047
ARJUN RAMRAKHYANI
2792 INDEPENDENCE AV
GLENVIEW, IL 60026

04-15-100-146-1048
DIANE COLWYN
1950 FARNSWORTH LN P19
NORTHBROOK, IL 60062

04-15-100-146-1049
MICHELE A GRANT RC DA
1950 FARNSWORTH LN#207
NORTHBROOK, IL 60062

04-15-100-146-1050
IRENE MYONGSOOK LEE
1950 FARNSWORTH #305
NORTHBROOK, IL 60062

04-15-100-146-1051
SP 205 LLC
401 HUEHL RD 1A
NORTHBROOK, IL 60062

04-15-100-146-1052
DANIEL ROSENFELD
1950 FARNSWORTH LN
NORTHBROOK, IL 60062

04-15-100-146-1053
DINA SVISTUNOV
1950 FARNSWORTH 306
NORTHBROOK, IL 60062

04-15-100-146-1054
BARBARA STAWSKI
1950 FARNSWORTH LN#208
NORTHBROOK, IL 60062

04-15-100-146-1055
ALEXANDRA E ROSEN
1427 WESCOTT RD
NORTHBROOK, IL 60062

04-15-100-146-1056
B & E TALBERT
1950 FARNSWORTH LN 301
NORTHBROOK, IL 60062

04-15-100-146-1057
MICHAEL RABIN
1950 FARNSWORTH LN 302
NORTHBROOK, IL 60062

04-15-100-146-1058
E & B TALBERT
1950 FARNSWORTH LN 301
NORTHBROOK, IL 60062

04-15-100-146-1059
DANIEL ROSENFELD
1950 FARNSWORTH LN
NORTHBROOK, IL 60062

04-15-100-146-1060
MICHAEL C RABIN
1950 FARNSWORTH LN 302
NORTHBROOK, IL 60062

04-15-100-146-1061
DAVID CHEN & ANNE CHEN
1950 FARNSWORTH LN#101
NORTHBROOK, IL 60062

04-15-100-146-1062
YOUNG IL KIM
3150 MARS CT
LAFAYETTE, CA 94549

04-15-100-146-1063
VAL NAPADOV
2525 ANNE LANE
NORTHBROOK, IL 60062

04-15-100-146-1064
CHICAGO TITLE LAND TRU
1950 FARNSWORTH LN#308
NORTHBROOK, IL 60062

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

04-15-100-146-1065
XIAOYU SANG
43 WATERSIDE CIR
REDWOOD CITY, CA 94065

04-15-100-146-1066
TERRI D CHALMERS TRUST
1950 FARNSWORTH LN#204
NORTHBROOK, IL 60062

04-15-100-146-1067
TERRI D CHALMERS TRUST
1950 FARNSWORTH LN#204
NORTHBROOK, IL 60062

04-15-100-146-1068
DAVID CHEN & ANNE CHEN
1950 FARNSWORTH LN#101
NORTHBROOK, IL 60062

04-16-204-006-0000
P & D KLAUKE
2035 FARNSWORTH
NORTHBROOK, IL 60062

04-16-204-007-0000
H & C F MUELLER
2023 FARNSWORTH LN
NORTHBROOK, IL 60062

04-16-204-008-0000
CTLTC 8002383824
2015 FARNSWORTH LN
NORTHBROOK, IL 60062

04-16-204-014-0000
JULIE MARKS
2032 BRENTWOOD RD
NORTHBROOK, IL 60062

04-16-204-015-0000
MICHAEL ROMANO
2020 BRENTWOOD RD
NORTHBROOK, IL 60062

04-16-204-016-0000
JOHN D KINNEY
2012 BRENTWOOD
NORTHBROOK, IL 60062

04-16-204-017-0000
1712 SHERMER LLC
1712 SHERMER RD
NORTHBROOK, IL 60062

04-16-204-018-0000
HIRSCH MANAGEMENT INC
550 ANTHONY TRAIL
NORTHBROOK, IL 60062

04-16-204-019-0000
MARILYN J TRELA
1271 WENDY DRIVE
NORTHBROOK, IL 60062

04-16-204-020-0000
TIMOTHY C PORTER
1752 SHERMER RD
NORTHBROOK, IL 60062

04-16-215-010-0000
DSM PROPERTIES INC
2225 GREENVIEW RD
NORTHBROOK, IL 60062

04-16-215-011-0000
MABEL GREENLEE
156 F CHENOA DR
MURRELLS INT, SC 29576

04-16-215-012-0000
A ALTIERI
2000 WOODLAWN RD
NORTHBROOK, IL 60062

04-16-217-010-0000
JOHN W WU
2027 WOODLAWN RD
NORTHBROOK, IL 60062

04-16-217-022-0000
DANIEL F RESNICK
2036 FARNSWORTH LN
NORTHBROOK, IL 60062

04-16-217-023-0000
5705 N MOODY CARE OF F
520 W LAKE ST UNIT C
ADDISON, IL 60101

04-16-217-028-0000
YANPING WANG
2014 FARNSWORTH LN
NORTHBROOK, IL 60062

04-16-217-029-0000
RAM RAMAKRISHNAN
2002 FARNSWORTH LN
NORTHBROOK, IL 60062

04-16-217-030-0000
CINDY LEE
3837 MISSION HILLS RD
NORTHBROOK, IL 60062

04-16-217-031-0000
MICHAEL & MARINA ZHUK
2015 WOODLAWN
NORTHBROOK, IL 60062

04-16-217-032-0000
2001 WOODLAWN LLC
3837 MISSION HILLS RD
NORTHBROOK, IL 60062

04-16-217-033-0000
ISABELLA PITRELLO
4549 N RESERVE AVE
CHICAGO, IL 60656

04-10-500-005-0000
RTA / METRA
547 W JACKSON BLVD
CHICAGO, IL 60606

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

04-15-101-030-0000
RTA / METRA
547 W JACKSON BLVD
CHICAGO, IL 60606

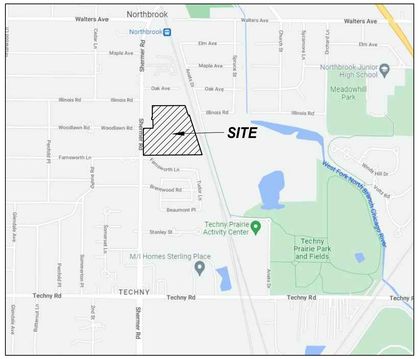
04-15-500-002-0000
RTA / METRA
547 W JACKSON BLVD
CHICAGO, IL 60606

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

TENTATIVE PLAT OF 1657 SHERMER NORTHBROOK

PART OF THE SOUTHWEST 1/4 OF SECTION 10, AND PART OF THE NORTHWEST QUARTER OF SECTION 15, ALL IN TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PIN:
04-10-315-038
04-15-100-047



VICINITY MAP
NOT TO SCALE

FLOOD HAZARD NOTE

THIS PROPERTY IS DETERMINED TO BE IN AREA OF MINIMAL FLOOD HAZARD (ZONE X) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF COOK COUNTY, ILLINOIS & INCORPORATED AREAS (COMMUNITY PANEL NO. 17031C0227J) EFFECTIVE DATE 8/19/2008.

OWNER/DEVELOPER

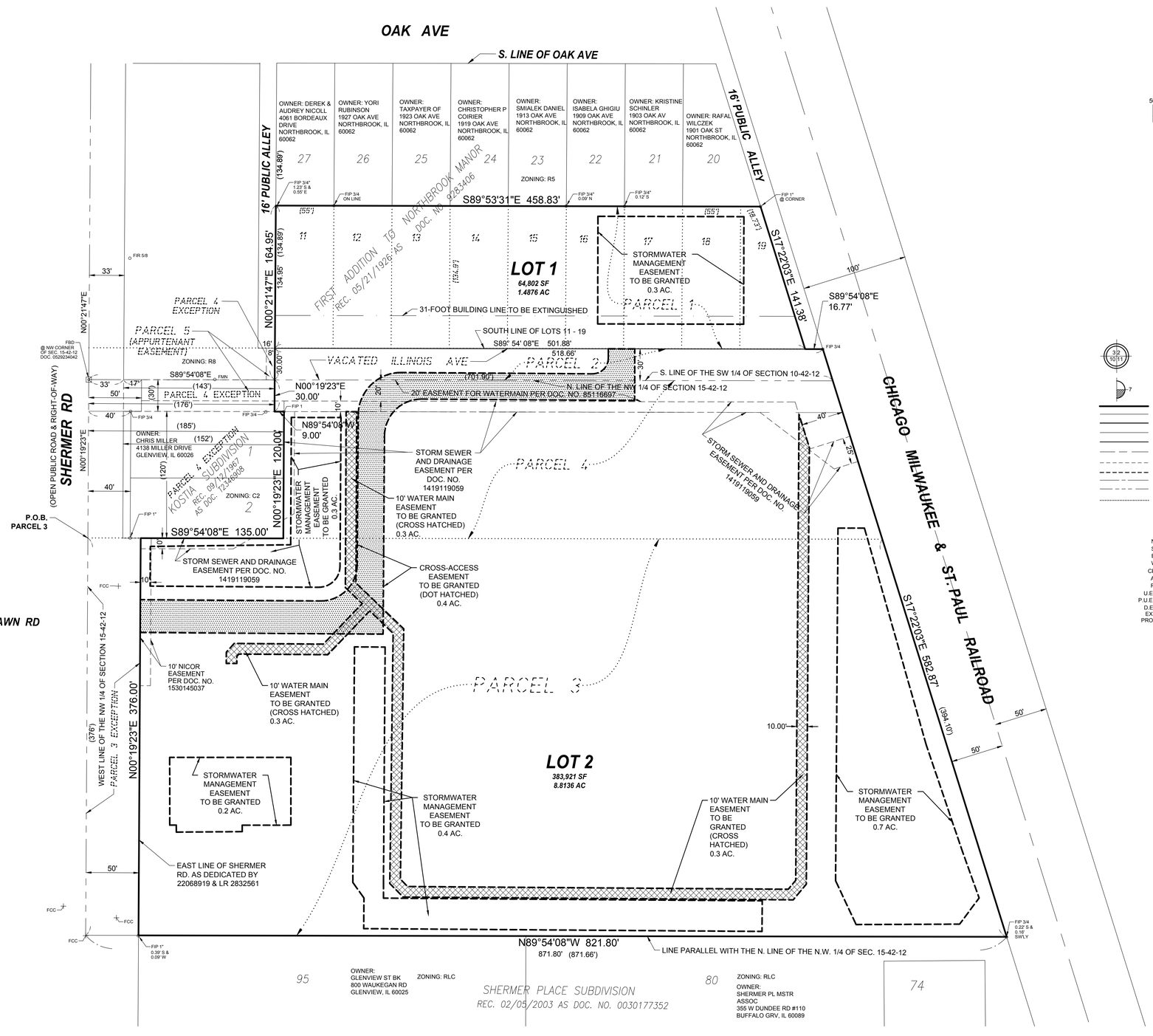
QUARTERRA
1300 E. Woodfield Road, Suite 304
Schaumburg,Illinois 60173
312 342 7704
Contact: Jeff Woll

ENGINEER

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Chuck Bartosz, PLS
cbartosz@v3co.com

SURVEYOR'S NOTES:

1. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS.
2. SETBACKS AND EASEMENTS SHOWN HEREON ARE PER ALTA / NSPS LAND TITLE SURVEY PREPARED BY V3 COMPANIES, LTD, DATED MAY 24, 2022.
3. THE AVERAGE DAILY TRAFFIC GENERATED BY THE PROJECT IS 529 PEAK HOUR TRIPS.



BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE 42° 07' 25.10143" N
LONGITUDE 87° 49' 36.81481" W
ELLIPSOIDAL HEIGHT: 538.703 SFT
GROUND SCALE FACTOR 1.0000291354
ALL MEASUREMENTS ARE ON THE GROUND.

STATE PLANE MERIDIAN

GRAPHIC SCALE

50' 0 25' 50' 100' 200'

1" = 50'

AREA

LOT 1	64,802 SQ. FT	1.5 ACRES
LOT 2	383,921 SQ. FT	8.8 ACRES
TOTAL	448,723 SQ. FT	10.3 ACRES

LEGEND

SECTION CORNER
QUARTER SECTION CORNER
PROPERTY LINE
EXISTING RIGHT-OF-WAY LINE
PROPOSED RIGHT-OF-WAY LINE
EXISTING LOT LINE
PROPOSED LOT LINE
EX. & PRO. CENTERLINE
EXISTING EASEMENT LINE
PROPOSED EASEMENT LINE
EX. & PRO. BUILDING SETBACK LINE
SECTION LINE
UNDERLYING LOT LINE & PARCEL DESIGNATION

FOUND DISK IN CONCRETE
FBD FOUND BRASS DISC
FOUND ROW MARKER
FIR FOUND IRON ROD
FRS FOUND RAILROAD SPIKE
FPK FOUND PK NAIL
FMG FOUND MAG NAIL
FCC FOUND CUT CROSS
FIP FOUND IRON PIPE
FIB FOUND IRON BAR
TP SET TRAVERSE POINT
SPK SET PK NAIL
SMG SET MAG NAIL
SIP SET IRON PIPE
SBM SET CONCRETE MONUMENT WITH BRASS DISC
SCM SET CONCRETE MONUMENT WITH IRON PIPE

ABBREVIATIONS

N NORTH
S SOUTH
E EAST
W WEST
CB CHORD BEARING
A ARC LENGTH
R RADIUS
U.E. UTILITY EASEMENT
P.U.E. PUBLIC UTILITY EASEMENT
D.E. DRAINAGE EASEMENT
EX. EXISTING
PRO. PROPOSED
PC POINT OF CURVATURE
PCC POINT OF COMPOUND CURVATURE
PRC POINT OF REVERSE CURVATURE
PT POINT OF TANGENCY
(REC) RECORD DATUM
MEAS. MEASURED DATUM
[CALC] CALCULATED DATUM
<DEED> INFORMATION TAKEN FROM DEED
ETBE EXCEPTION TO BLANKET EASEMENT
M.U.E. MUNICIPAL UTILITY EASEMENT
I.E. INGRESS & EGRESS EASEMENT

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

Engineers
Scientists
Surveyors
7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
QUARTERRA
1300 E. WOODFIELD RD, SUITE 304
SCHAUMBURG, IL 60173
312-342-7704

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	09/07/2022	ADDRESSING VILLAGE'S FIRST REVIEW COMMENTS			

TENTATIVE PLAT
1657 SHERMER ROAD - NORTHBROOK, ILLINOIS

DRAFTING COMPLETED:	07/19/22	DRAWN BY:	SPK	PROJECT MANAGER:	CWB
FIELD WORK COMPLETED:	N/A	CHECKED BY:	CWB	SCALE:	1" = 50'

Project No: 220603
Group No: VP04.1
SHEET NO. 1 of 2

PIN:
04-10-315-038
04-15-100-047

TENTATIVE PLAT
OF
1657 SHERMER NORTHBROOK

PART OF THE SOUTHWEST 1/4 OF SECTION 10, AND PART OF THE NORTHWEST QUARTER OF SECTION 15, ALL IN TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

LEGAL DESCRIPTION

PARCEL 1:

LOTS 11 TO 19 INCLUSIVE, IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR, BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT THE EAST 30 FEET FOR STREET) AND THAT PART OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, LYING EAST OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD AND THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT RAILROAD) IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

ALL THAT PART OF VACATED ILLINOIS ROAD LYING SOUTH OF THE SOUTH LINE OF LOTS 11 TO 19 AND SOUTH OF THE SOUTH LINE OF LOT 11 EXTENDED WEST 8 FEET AND SOUTH OF THE SOUTH LINE OF LOT 19 EXTENDED EAST TO THE WESTERLY RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, (EXCEPT THAT PART OF VACATED ILLINOIS STREET LYING SOUTH OF AND ADJOINING THE SOUTH LINE OF LOT 11 EXTENDED WEST A DISTANCE OF 8.00 FEET TO THE CENTERLINE OF A NORTH/SOUTH ALLEY LYING WEST OF AND ADJOINING SAID LOT 11; WEST OF THE WEST LINE OF LOT 11 EXTENDED SOUTH AND EAST OF THE CENTERLINE OF SAID ALLEY EXTENDED SOUTH SAID LOT 11 IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR, BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, (EXCEPT THE EAST 30 FEET FOR STREET) AND THAT PART OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 LYING EAST OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD AND THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT RAILROAD) IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, AS DESCRIBED IN THE SPECIAL WARRANTY DEED RECORDED ON SEPTEMBER 4, 1987, AS DOCUMENT NUMBER LR3649417).

PARCEL 3:

THAT PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT IN THE WEST LINE OF SAID NORTHWEST 1/4, 150 FEET SOUTH OF THE NORTH LINE OF SAID 1/4 SECTION; THENCE SOUTH ALONG SAID WEST LINE A DISTANCE OF 376 FEET; THENCE EAST PARALLEL TO THE NORTH LINE OF SAID 1/4 SECTION, A DISTANCE OF 871.66 FEET TO THE WESTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD; THENCE NORTHWESTERLY ALONG THE WESTERLY LINE OF SAID RIGHT OF WAY, A DISTANCE OF 394.10 FEET; THENCE WEST PARALLEL TO THE NORTH LINE OF SAID 1/4 SECTION TO THE PLACE OF BEGINNING (EXCEPTING FROM SAID PARCEL THAT PART DEDICATED FOR SHERMER ROAD BY DOCUMENT NUMBER LR 2832561 AND ALSO EXCEPT THE WEST 33 FEET OF SAID PARCEL TAKEN OR USED FOR SHERMER ROAD) IN COOK COUNTY, ILLINOIS.

PARCEL 4:

THE NORTH 150.0 FEET (EXCEPT THE SOUTH 120 FEET OF THE EAST 152 FEET OF THE WEST 185 FEET THEREOF AND ALSO EXCEPT THE NORTH 30 FEET OF THE EAST 143 FEET OF THE WEST 176 FEET THEREOF) OF THAT PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE NORTH LINE OF SAID SECTION 15, AND THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD; THENCE WEST ON SAID NORTH LINE 701.90 FEET TO THE NORTHWEST CORNER OF SAID SECTION 15; THENCE SOUTH ON THE WEST LINE OF SAID SECTION 1091.10 FEET; THENCE EAST ON A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION TO THE WEST LINE OF SAID RAILROAD RIGHT OF WAY; THENCE NORTHWESTERLY ALONG THE WEST LINE OF SAID RAILROAD RIGHT OF WAY TO THE PLACE OF BEGINNING, (EXCEPTING FROM SAID PARCEL THAT PART DEDICATED FOR SHERMER ROAD BY DOCUMENT NUMBER LR 2832561 AND ALSO EXCEPT THE WEST 33 FEET OF SAID PARCEL TAKEN OR USED FOR SHERMER ROAD) IN COOK COUNTY, ILLINOIS.

PARCEL 5:

NON-EXCLUSIVE EASEMENT FOR DRAINAGE PURPOSES FOR THE BENEFIT OF PARCELS 1, 2, 3, AND 4 AS SET FORTH IN DECLARATION OF RESTRICTIVE COVENANTS RECORDED SEPTEMBER 4, 1987 AS DOCUMENT 87490251 AND FILED SEPTEMBER 4, 1987 AS DOCUMENT LR 3649416.

VILLAGE PRESIDENT

STATE OF ILLINOIS)
COUNTY OF)
)SS

APPROVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF NORTHBROOK, ILLINOIS ON THIS _____ DAY OF _____ , 20 ____.

_____
VILLAGE PRESIDENT

ATTEST: _____
VILLAGE CLERK

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF)
)SS

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF NORTHBROOK, ILLINOIS ON THIS _____ DAY OF _____ , 20 ____.

_____
CHAIRMAN

VILLAGE ENGINEER

STATE OF ILLINOIS)
COUNTY OF)
)SS

APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF NORTHBROOK, ILLINOIS ON THIS _____ DAY OF _____ , 20 ____.

_____
VILLAGE ENGINEER

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, CHARLES W. BARTOSZ, AN ILLINOIS PROFESSIONAL LAND SURVEYOR DO HEREBY CERTIFY THAT THE PLAT HEREON DRAWN WAS PREPARED AT AND UNDER MY DIRECTION. ALL DIMENSIONS SHOWN ARE IN FEET AND DECIMAL PARTS THEREOF.

GIVEN UNDER MY HAND AND SEAL THIS 26TH DAY OF JULY, A.D., 2022.

_____
CHARLES W. BARTOSZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3188
MY LICENSE EXPIRES ON NOVEMBER 30, 2022.
V3 COMPANIES , LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2023.
cbartosz@v3co.com

CHARLES W. BARTOSZ
3188
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
WOODRIDGE, ILLINOIS

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
QUARTERRA
1300 E. WOODFIELD RD, SUITE 304
SCHAUMBURG, IL 60173
312-342-7704

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	09/07/2022	ADDRESSING VILLAGE'S FIRST REVIEW COMMENTS			

TENTATIVE PLAT

1657 SHERMER ROAD - NORTHBROOK, ILLINOIS

DRAFTING COMPLETED:	07/19/22	DRAWN BY:	SPK	PROJECT MANAGER:	CWB
FIELD WORK COMPLETED:	N/A	CHECKED BY:	CWB	SCALE:	1" = N/A

Project No: 220603
Group No: VP04.1
SHEET NO. 2 of 2

Attachment: 1657 Shermer - Formal Application Materials Submittal (6522 : Staff Memo Relating to 1657 Shermer Road)

PRELIMINARY STORMWATER MANAGEMENT REPORT

PROJECT SITE:

1657 SHERMER
VILLAGE OF NORTHBROOK, COOK COUNTY, ILLINOIS

PREPARED FOR:

LENNAR MULTIFAMILY COMMUNITIES, L.L.C.
1300 E. WOODFIELD ROAD, SUITE 304
SCHAUMBURG, IL 60173

PREPARED BY:

V3 COMPANIES, LTD.
7325 JANES AVENUE
WOODRIDGE, ILLINOIS 60517
630.724.9200

JULY 29, 2022

V3 COMPANIES PROJECT NO. 220603

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Preliminary Stormwater Management Narrative

1657 Shermer

Northbrook, Cook County, Illinois

Prepared by: V3 Companies, Ltd.

The proposed re development is located at 1657 Shermer Road in Village of Northbrook in parts of the SW ¼ of Section 3 and the NW ¼ of Section 15, Township 42 North, Range 12 East. The property is 10.30 acres and is bordered to the east by the Chicago Milwaukee & St. Paul Railroad, to the west by Shermer road, and to the north and south by adjacent single-family properties. As it exists today, the site has a large industrial/office building and associated parking lots around it.

The proposed project includes the demolition of the existing building, parking lots, and associated site utilities that serve the site. As a part of this project, the overall property will be subdivided into two separate lots. The north lot will be approximately 1.49 acres and will contain a new multi-family residential building, including a new parking lot, and new utility services. The south lot will be approximately 8.81 acres and will also have a new multi-family residential building as well as a new restaurant on the west side of the lot. There will be a new parking lot provided for the restaurant and the multi-family building will have interior garage parking with parallel parking around the perimeter of the building. New utility services will also be required to serve these buildings.

This project falls within the jurisdiction of the Metropolitan Water Reclamation District of Greater Chicago (MWRD) and is subject to the Watershed Management Ordinance (WMO) as well as the Village of Northbrook Engineering Standards for stormwater management. For the detention requirements, the Village's code is more stringent than the watershed specific release rate that this property could apply under the WMO, so by meeting the Village's requirement for release rate and detention storage the MWRD requirement will also be met. Since the proposed condition of the site will be with two separate lots, each will meet release rate and detention requirements individually. Adhering to the 0.04 cfs/acre and 0.15 cfs/acre release rates for the 2-year 24-hour and 100-year 24-hour storms, respectively, the required detention volume will be 4.30 ac-ft for the south lot and 0.75 ac-ft for the north lot. The south lot will store its volume in at-grade basins at the northwest and southwest corners of the property and in two proposed underground detention systems that utilize parallel pipes connected by a header system. The southeast basin is designed for a volume of 2.48 ac-ft, the northwest basin 0.74 ac-ft, the southern underground system 0.47 ac-ft, and the western underground system 0.28 ac-ft. There is also an existing underground concrete vault that will be connected to and utilized to provide 0.39 ac-ft of storage volume for the south Lot 2. The north lot will utilize a similar underground system with parallel pipes along with other oversized pipes to provide its total required volume. Per the WMO, volume control will be required and will be provided below the inverts of all the detention systems for both lots. The total volume control storage required is 0.586 ac-ft. Calculations are provided with this narrative to demonstrate that WIN-TR20 modeling was used to confirm the required detention volumes for both north and south lots. Further detail will be provided for review as part of the Final Stormwater Management Report.

The proposed storm sewer design and grading mimics the existing conditions and will discharge to the same that the existing development releases to. Both lots discharge to a Village sewer running west to east through the northern portion of the south lot that ultimately is tributary to the West Fork North Branch of the Chicago River. In addition, there is an existing storm inlet at the northwest corner of the

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

property that appears to collect drainage from not only the subject property, but some of the adjacent residential properties as well. This inlet will be tied back into the proposed storm sewer and underground detention system on Lot 1 to ensure that the existing drainage that is provided for at this location is not inhibited by this project. Significant greenspace will be added to this area tributary to the existing inlet compared to the space that it drains today. Overall, as compared to the existing conditions of the property, the proposed re-development will more than double the amount of impervious area from 1.60 acres to 3.26 acres.

In conclusion, the project will meet the requirements of both the MWRD WMO and the Village of Northbrook Engineering Standards for stormwater management. Further detail and calculations will be provided with the Final Stormwater Management Report and Engineering Plans, but we believe this preliminary submittal provides sufficient detail to demonstrate that the proposed development adequately allows for the stormwater requirements to be achieved.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

```
WinTR-20 Printed Page File      Beginning of Input Data List
N:\2022\220603\TR20\Prelim 0.15 cfs\Northbrook Prelim TR-20
8.9ac.inp

WinTR-20: version 3.20                  0         0         0.1       0
LMC Northbrook -- Bulletin 75 Northeast - 2, 10, 100 year Template
WINTR20 RUN DESCRIPTION Proposed  --  20211203  MSG

SUB-AREA:
          Area 1    Reach 1             0.0139    90.       .28


STREAM REACH:
          Reach 1   Outlet              Structure


STORM ANALYSIS:
          2y,24h                        3.34      Huff3-24  2         3.34
          10y,24h                       5.15      Huff3-24  2         3.34
          100y,24h                      8.57      Huff3-24  2         3.34



STRUCTURE RATING:
          Structure 100.
                    100.      0.        0.
                    101.      .25       .65
                    102.      .367      1.4
                    103.      .859      2.25
                    104.      1.129     3.21
                    105.      1.34      4.29
                    106.      22.96     5.51
                    107.      62.70     7.



RAINFALL DISTRIBUTION:
          Huff1-5m            0.0034722
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-10m           0.0069444
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-15m           0.01041667
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-30m           0.020833
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-1             0.041667
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-2             0.083333
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
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Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

```
                0.7417    0.7697    0.7981    0.8255    0.8518
                0.8740    0.8947    0.9117    0.9270    0.9403
                0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-3           0.125
                0.0000    0.0836    0.1773    0.2811    0.3833
                0.4745    0.5550    0.6225    0.6722    0.7082
                0.7417    0.7697    0.7981    0.8255    0.8518
                0.8740    0.8947    0.9117    0.9270    0.9403
                0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-6           0.25
                0.0000    0.0836    0.1773    0.2811    0.3833
                0.4745    0.5550    0.6225    0.6722    0.7082
                0.7417    0.7697    0.7981    0.8255    0.8518
                0.8740    0.8947    0.9117    0.9270    0.9403
                0.9536    0.9656    0.9774    0.9885    1.0000
          Huff2-12          0.5
                0.0000    0.0229    0.0482    0.0778    0.1133
                0.1579    0.2139    0.2841    0.3644    0.4529
                0.5435    0.6238    0.6976    0.7548    0.8038
                0.8470    0.8781    0.9022    0.9217    0.9381
                0.9529    0.9657    0.9774    0.9884    1.0000
          Huff3-18          0.75
                0.0000    0.0205    0.0431    0.0667    0.0912
                0.1171    0.1436    0.1691    0.1964    0.2278
                0.2633    0.3093    0.3635    0.4392    0.5211
                0.6102    0.6989    0.7819    0.8492    0.8974
                0.9311    0.9534    0.9706    0.9856    1.0000
          Huff3-24          1.
                0.0000    0.0205    0.0431    0.0667    0.0912
                0.1171    0.1436    0.1691    0.1964    0.2278
                0.2633    0.3093    0.3635    0.4392    0.5211
                0.6102    0.6989    0.7819    0.8492    0.8974
                0.9311    0.9534    0.9706    0.9856    1.0000
          Huff4-48          2.
                0.0000    0.0231    0.0479    0.0712    0.0978
                0.1253    0.1523    0.1791    0.2033    0.2283
                0.2541    0.2835    0.3125    0.3390    0.3633
                0.3861    0.4124    0.4508    0.5129    0.5931
                0.6919    0.8005    0.8971    0.9604    1.0000
          Huff4-72          3.
                0.0000    0.0231    0.0479    0.0712    0.0978
                0.1253    0.1523    0.1791    0.2033    0.2283
                0.2541    0.2835    0.3125    0.3390    0.3633
                0.3861    0.4124    0.4508    0.5129    0.5931
                0.6919    0.8005    0.8971    0.9604    1.0000
          Huff4-120         5.
                0.0000    0.0231    0.0479    0.0712    0.0978
                0.1253    0.1523    0.1791    0.2033    0.2283
                0.2541    0.2835    0.3125    0.3390    0.3633
                0.3861    0.4124    0.4508    0.5129    0.5931
                0.6919    0.8005    0.8971    0.9604    1.0000
          Huff4-240         10.
                0.0000    0.0231    0.0479    0.0712    0.0978
                0.1253    0.1523    0.1791    0.2033    0.2283
                0.2541    0.2835    0.3125    0.3390    0.3633
                0.3861    0.4124    0.4508    0.5129    0.5931
                0.6919    0.8005    0.8971    0.9604    1.0000



GLOBAL OUTPUT:
          2         0.1       0.1       YNNNN     YNNNNN
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Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

STORM 2y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
Area 1	0.014		2.292		16.03	2.33	167.56
Reach 1	0.014	Upstream	2.292		16.03	2.33	167.56
Reach 1	0.014	Downstream	1.913	101.96	24.09	0.36	26.08
OUTLET	0.014		1.913		24.09	0.36	26.08

STORM 10y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
Area 1	0.014		4.017		16.01	3.83	275.89
Reach 1	0.014	Upstream	4.017		16.01	3.83	275.89
Reach 1	0.014	Downstream	3.641	103.05	21.21	0.87	62.84
OUTLET	0.014		3.641		21.21	0.87	62.84

STORM 100y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
Area 1	0.014		7.365		16.01	6.63	477.10
Reach 1	0.014	Upstream	7.365		16.01	6.63	477.10
Reach 1	0.014	Downstream	6.998	104.95	21.40	1.33	95.66
OUTLET	0.014		6.998		21.40	1.33	95.66

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 2y,24h (cfs)	10y,24h (cfs)	100y,24h (cfs)	(cfs)	(cfs)
Area 1	0.014	2.33	3.83	6.63		
Reach 1	0.014	2.33	3.83	6.63		
DOWNSTREAM		0.36	0.87	1.33		
OUTLET	0.014	0.36	0.87	1.33		

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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WinTR-20 Printed Page File      Beginning of Input Data List
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WinTR-20: Version 3.20                  0         0         0.1       0
LMC Northbrook -- Bulletin 75 Northeast - 2, 10, 100 year Template
WINTR20 RUN DESCRIPTION Proposed  --  20211203  MSG

SUB-AREA:
          Area 1    Reach 1             0.0025    90.       .1


STREAM REACH:
          Reach 1   Outlet              Structure


STORM ANALYSIS:
          2y,24h                        3.34      Huff3-24  2         3.34
          10y,24h                       5.15      Huff3-24  2         3.34
          100y,24h                      8.57      Huff3-24  2         3.34



STRUCTURE RATING:
          Structure 100.
                    100.      0.        0.
                    101.      .058      .11
                    102.      .084      .24
                    103.      .103      .39
                    104.      .214      .56
                    105.      .27       .75
                    106.      21.74     .96
                    107.      35.       1.5



RAINFALL DISTRIBUTION:
          Huff1-5m            0.0034722
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-10m           0.0069444
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-15m           0.01041667
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-30m           0.020833
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-1             0.041667
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-2             0.083333
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
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Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

```
                0.7417    0.7697    0.7981    0.8255    0.8518
                0.8740    0.8947    0.9117    0.9270    0.9403
                0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-3           0.125
                0.0000    0.0836    0.1773    0.2811    0.3833
                0.4745    0.5550    0.6225    0.6722    0.7082
                0.7417    0.7697    0.7981    0.8255    0.8518
                0.8740    0.8947    0.9117    0.9270    0.9403
                0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-6           0.25
                0.0000    0.0836    0.1773    0.2811    0.3833
                0.4745    0.5550    0.6225    0.6722    0.7082
                0.7417    0.7697    0.7981    0.8255    0.8518
                0.8740    0.8947    0.9117    0.9270    0.9403
                0.9536    0.9656    0.9774    0.9885    1.0000
          Huff2-12          0.5
                0.0000    0.0229    0.0482    0.0778    0.1133
                0.1579    0.2139    0.2841    0.3644    0.4529
                0.5435    0.6238    0.6976    0.7548    0.8038
                0.8470    0.8781    0.9022    0.9217    0.9381
                0.9529    0.9657    0.9774    0.9884    1.0000
          Huff3-18          0.75
                0.0000    0.0205    0.0431    0.0667    0.0912
                0.1171    0.1436    0.1691    0.1964    0.2278
                0.2633    0.3093    0.3635    0.4392    0.5211
                0.6102    0.6989    0.7819    0.8492    0.8974
                0.9311    0.9534    0.9706    0.9856    1.0000
          Huff3-24          1.
                0.0000    0.0205    0.0431    0.0667    0.0912
                0.1171    0.1436    0.1691    0.1964    0.2278
                0.2633    0.3093    0.3635    0.4392    0.5211
                0.6102    0.6989    0.7819    0.8492    0.8974
                0.9311    0.9534    0.9706    0.9856    1.0000
          Huff4-48          2.
                0.0000    0.0231    0.0479    0.0712    0.0978
                0.1253    0.1523    0.1791    0.2033    0.2283
                0.2541    0.2835    0.3125    0.3390    0.3633
                0.3861    0.4124    0.4508    0.5129    0.5931
                0.6919    0.8005    0.8971    0.9604    1.0000
          Huff4-72          3.
                0.0000    0.0231    0.0479    0.0712    0.0978
                0.1253    0.1523    0.1791    0.2033    0.2283
                0.2541    0.2835    0.3125    0.3390    0.3633
                0.3861    0.4124    0.4508    0.5129    0.5931
                0.6919    0.8005    0.8971    0.9604    1.0000
          Huff4-120         5.
                0.0000    0.0231    0.0479    0.0712    0.0978
                0.1253    0.1523    0.1791    0.2033    0.2283
                0.2541    0.2835    0.3125    0.3390    0.3633
                0.3861    0.4124    0.4508    0.5129    0.5931
                0.6919    0.8005    0.8971    0.9604    1.0000
          Huff4-240         10.
                0.0000    0.0231    0.0479    0.0712    0.0978
                0.1253    0.1523    0.1791    0.2033    0.2283
                0.2541    0.2835    0.3125    0.3390    0.3633
                0.3861    0.4124    0.4508    0.5129    0.5931
                0.6919    0.8005    0.8971    0.9604    1.0000



GLOBAL OUTPUT:
          2         0.1       0.1       YNNNN     YNNNNN
```

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

STORM 2y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
Area 1	0.002		1.977		16.00	0.42	168.13
Reach 1	0.002	Upstream	1.977		16.00	0.42	168.13
Reach 1	0.002	Downstream	0.0	100.00	9.08	0.0	0.0
OUTLET	0.002		0.0		9.08	0.0	0.0

STORM 10y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
Area 1	0.002		3.916		16.00	0.69	276.42
Reach 1	0.002	Upstream	3.916		16.00	0.69	276.42
Reach 1	0.002	Downstream	0.781	103.14	23.06	0.12	47.38
OUTLET	0.002		0.781		23.06	0.12	47.38

STORM 100y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
Area 1	0.002		7.328		16.00	1.19	477.53
Reach 1	0.002	Upstream	7.328		16.00	1.19	477.53
Reach 1	0.002	Downstream	4.243	104.98	21.07	0.27	107.46
OUTLET	0.002		4.243		21.07	0.27	107.46

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 2y,24h (cfs)	10y,24h (cfs)	100y,24h (cfs)	(cfs)	(cfs)
Area 1	0.002	0.42	0.69	1.19		
Reach 1	0.002	0.42	0.69	1.19		
DOWNSTREAM		0.0	0.12	0.27		
OUTLET	0.002	0.0	0.12	0.27		

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

STAGE DISCHARGE CALCULATION WORKSHEET

PROJECT: LMC Northbrook
V3 FILE NO.: 220603
DATE: 7/27/22
PREPARED BY:

Restrictor Pipe	NO	
Orifice 1	YES	CIRCULAR
Orifice 2	YES	CIRCULAR
Weir	NO	NONE
Storm Inlet	NO	

EMERGENCY OVERFLOW WEIR	
WEIR COEFF.	2.68
WEIR LENGTH (feet)	8.00
WEIR CREST ELEVATION	105.00
BROAD-CRESTED	

ORIFICE 1 INFORMATION		ORIFICE 2 INFORMATION	
DIA. (inches)	3.17	DIA. (inches)	4.08
AREA (feet^2)	0.055	AREA (feet^2)	0.091
DIS. COEFF.	0.610	DIS. COEFF.	0.610
ORIFICE INV ELEV.	100.00	ORIFICE INV ELEV.	102.00
C/L ELEV.	100.13	C/L ELEV.	102.17

OUTLET PIPE INFORMATION	
Applicable to Design?	NO
DIAMETER (inches)	
AREA (feet^2)	0.000
MANNING'S COEFFICIENT	
INLET DISCHARGE ELEVATION	
DISCHARGE INVERT ELEV	
DISCHARGE T/P ELEV	0.00
PIPE LENGTH (feet)	
PIPE SLOPE (FT/FT)	0.0000

SUMMARY OF ALLOWABLE DISCHARGES

2-yr:	$Q_{release}$ =	**0.36**	cfs
	$Q_{offsite}$ =		cfs
	$Q_{undetained}$ =		cfs
	$Q_{allowable}$ =	**0.36**	cfs
100-yr:	$Q_{release}$ =	**1.34**	cfs
	$Q_{offsite}$ =		cfs
	$Q_{undetained}$ =		cfs
	$Q_{allowable}$ =	**1.34**	cfs

v2.0

POND H_2O ELEVATION	TAIL WATER ELEVATION	OUTLET PIPE HYDR. SLOPE	Q_{pipe} (cfs)	$HEAD_{overflow}$ (ft)	$Q_{overflow}$ (cfs)	$HEAD_{orifice(1)}$ (ft)	$Q_{orifice(1)}$ (cfs)	$HEAD_{orifice(2)}$ (ft)	$Q_{orifice(2)}$ (cfs)	$Q_{CONTROL}$ (cfs)
100.00		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	**0.000**
101.00		0.00%	0.000	0.00	0.000	0.87	0.250	0.00	0.000	**0.250**
102.00		0.00%	0.000	0.00	0.000	1.87	0.367	0.00	0.000	**0.367**
103.00		0.00%	0.000	0.00	0.000	2.87	0.454	0.83	0.405	**0.859**
104.00		0.00%	0.000	0.00	0.000	3.87	0.528	1.83	0.601	**1.129**
105.00		0.00%	0.000	0.00	0.000	4.87	0.592	2.83	0.748	**1.340**
106.00		0.00%	0.000	1.00	21.440	5.87	0.650	3.83	0.870	**22.960**
107.00		0.00%	0.000	2.00	60.641	6.87	0.703	4.83	0.977	**62.321**
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	

EQUATIONS

MANNINGS EQUATION FOR OUTLET PIPE:

$Q = (1.486/n) \times A_{pipe} \times (r_h^{2/3}) \times (S^{1/2})$

where:

A_{pipe} = AREA OF DISCHARGE PIPE
n = MANNINGS ROUGHNESS CONSTANT
r_h = HYDRAULIC RADIUS OF DISCHARGE PIPE
S = HYDRAULIC SLOPE OF DISCHARGE PIPE

EMERGENCY OVERFLOW BROAD-CRESTED WEIR:

Q = C x L x H^3/2
where:
C = DISCHARGE COEFFICIENT
H = TOTAL HEAD, ft
L = LENGTH OF CREST, ft

ORIFICE 1:

$Q = C_d \times A_{orifice} \times (2 \times g \times H)^{1/2}$

where:

Aorifice = AREA OF ORIFICE, ft^2
C_d = DISCHARGE COEFFICIENT
H = TOTAL HEAD, ft
g = ACC. DUE TO GRAVITY

NOTE: WHEN WSEL IS BELOW CL OF ORIFICE THEN WEIR FLOW THRU ORIFICE IS USED. WHEN WSEL IS BETWEEN CL AND TOP OF ORIFICE, WEIR FLOW & ORIFICE FLOW IS COMPARED AND MOST RESTRICTIVE FLOW VALUE IS USED.

ORIFICE 2:

$Q = C_d \times A_{orifice} \times (2 \times g \times H)^{1/2}$

where:

Aorifice = AREA OF ORIFICE, ft^2
C_d = DISCHARGE COEFFICIENT
H = TOTAL HEAD, ft
g = ACC. DUE TO GRAVITY

NOTE: WHEN WSEL IS BELOW CL OF ORIFICE THEN WEIR FLOW THRU ORIFICE IS USED. WHEN WSEL IS BETWEEN CL AND TOP OF ORIFICE, WEIR FLOW & ORIFICE FLOW IS COMPARED AND MOST RESTRICTIVE FLOW VALUE IS USED.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

STAGE DISCHARGE CALCULATION WORKSHEET

PROJECT: LMC Northbrook
V3 FILE NO.: 220603
DATE: 7/27/22
PREPARED BY:

Restrictor Pipe	NO	
Orifice 1	YES	CIRCULAR
Orifice 2	YES	CIRCULAR
Weir	NO	NONE
Storm Inlet	NO	

EMERGENCY OVERFLOW WEIR	
WEIR COEFF.	2.68
WEIR LENGTH (feet)	8.00
WEIR CREST ELEVATION	105.00
BROAD-CRESTED	

ORIFICE 1 INFORMATION		ORIFICE 2 INFORMATION	
DIA. (inches)	1.5	DIA. (inches)	1.92
AREA (feet^2)	0.012	AREA (feet^2)	0.020
DIS. COEFF.	0.610	DIS. COEFF.	0.610
ORIFICE INV ELEV.	100.00	ORIFICE INV ELEV.	103.00
C/L ELEV.	100.06	C/L ELEV.	103.08

OUTLET PIPE INFORMATION	
Applicable to Design?	NO
DIAMETER (inches)	
AREA (feet^2)	0.000
MANNING'S COEFFICIENT	
INLET DISCHARGE ELEVATION	
DISCHARGE INVERT ELEV	
DISCHARGE T/P ELEV	0.00
PIPE LENGTH (feet)	
PIPE SLOPE (FT/FT)	0.0000

SUMMARY OF ALLOWABLE DISCHARGES

2-yr:	$Q_{release}$ =	**0.06**	cfs
	$Q_{offsite}$ =		cfs
	$Q_{undetained}$ =		cfs
	$Q_{allowable}$ =	**0.06**	cfs
100-yr:	$Q_{release}$ =	**0.23**	cfs
	$Q_{offsite}$ =		cfs
	$Q_{undetained}$ =		cfs
	$Q_{allowable}$ =	**0.23**	cfs

v2.0

POND H_2O ELEVATION	TAIL WATER ELEVATION	OUTLET PIPE HYDR. SLOPE	Q_{pipe} (cfs)	$HEAD_{overflow}$ (ft)	$Q_{overflow}$ (cfs)	$HEAD_{orifice(1)}$ (ft)	$Q_{orifice(1)}$ (cfs)	$HEAD_{orifice(2)}$ (ft)	$Q_{orifice(2)}$ (cfs)	$Q_{CONTROL}$ (cfs)
100.00		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	**0.000**
101.00		0.00%	0.000	0.00	0.000	0.94	0.058	0.00	0.000	**0.058**
102.00		0.00%	0.000	0.00	0.000	1.94	0.084	0.00	0.000	**0.084**
103.00		0.00%	0.000	0.00	0.000	2.94	0.103	0.00	0.000	**0.103**
104.00		0.00%	0.000	0.00	0.000	3.94	0.119	0.92	0.094	**0.214**
105.00		0.00%	0.000	0.00	0.000	4.94	0.133	1.92	0.136	**0.270**
106.00		0.00%	0.000	1.00	21.440	5.94	0.146	2.92	0.168	**21.755**
107.00		0.00%	0.000	2.00	60.641	6.94	0.158	3.92	0.195	**60.995**
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	0.00	0.000	

EQUATIONS

MANNINGS EQUATION FOR OUTLET PIPE:

$Q = (1.486/n) \times A_{pipe} \times (r_h^{2/3}) \times (S^{1/2})$

where:

A_{pipe} = AREA OF DISCHARGE PIPE
n = MANNINGS ROUGHNESS CONSTANT
r_h = HYDRAULIC RADIUS OF DISCHARGE PIPE
S = HYDRAULIC SLOPE OF DISCHARGE PIPE

EMERGENCY OVERFLOW BROAD-CRESTED WEIR:

Q = C x L x H^3/2
where:
C = DISCHARGE COEFFICIENT
H = TOTAL HEAD, ft
L = LENGTH OF CREST, ft

ORIFICE 1:

$Q = C_d \times A_{orifice} \times (2 \times g \times H)^{1/2}$

where:

Aorifice = AREA OF ORIFICE, ft^2
C_d = DISCHARGE COEFFICIENT
H = TOTAL HEAD, ft
g = ACC. DUE TO GRAVITY

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ORIFICE 2:

$Q = C_d \times A_{orifice} \times (2 \times g \times H)^{1/2}$

where:

Aorifice = AREA OF ORIFICE, ft^2
C_d = DISCHARGE COEFFICIENT
H = TOTAL HEAD, ft
g = ACC. DUE TO GRAVITY

NOTE: WHEN WSEL IS BELOW CL OF ORIFICE THEN WEIR FLOW THRU ORIFICE IS USED. WHEN WSEL IS BETWEEN CL AND TOP OF ORIFICE, WEIR FLOW & ORIFICE FLOW IS COMPARED AND MOST RESTRICTIVE FLOW VALUE IS USED.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

PROPOSED STORAGE BASIN SOUTH

PROJECT: LMC Northbrook
V3 FILE NO.: 220603
DATE: 7/27/22
PREPARED BY:
CHECKED BY:

PROPOSED BASIN

ELEVATION	AREA (acres)	AVERAGE AREA (acres)	STAGE VOLUME (acre-feet)	CUMULATIVE VOLUME (acre-feet)	COMMENT
100.00	0.600			0.00	
		0.650	0.650		
101.0	0.700			0.65	
		0.750	0.750		
102.0	0.800			1.40	
		0.850	0.850		
103.0	0.900			2.25	
		0.960	0.960		
104.0	1.020			3.21	
		1.080	1.080		
105.0	1.140			**4.29**	
		1.220	1.220		
106.0	1.300			5.51	

Total Volume Provided = **4.29** ac-ft

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

PROPOSED STORAGE BASIN NORTH

PROJECT: LMC Northbrook
V3 FILE NO.: 220603
DATE: 7/27/22
PREPARED BY:
CHECKED BY:

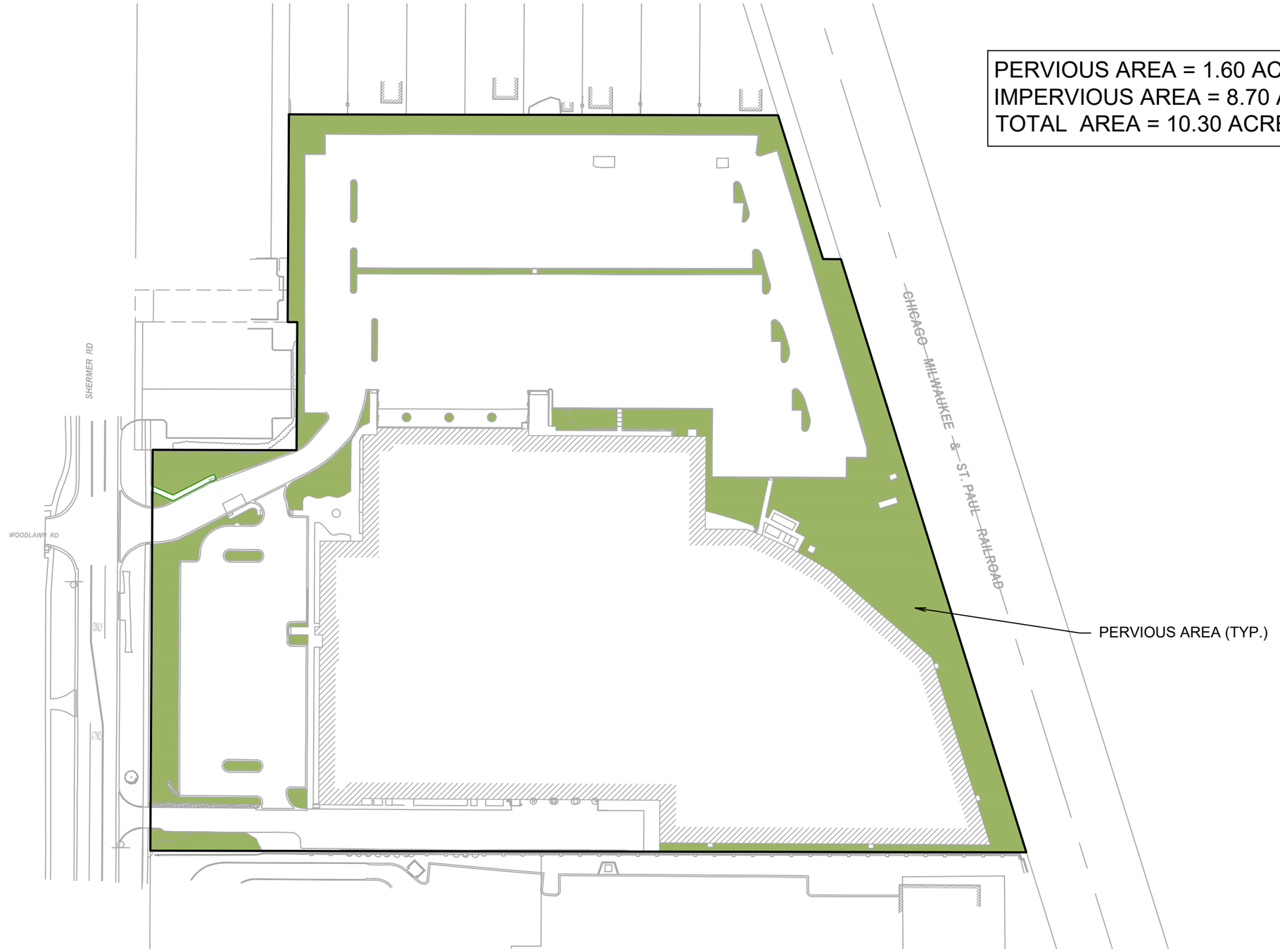
PROPOSED BASIN

ELEVATION	AREA (acres)	AVERAGE AREA (acres)	STAGE VOLUME (acre-feet)	CUMULATIVE VOLUME (acre-feet)	COMMENT
100.00	0.100			0.00	
		0.110	0.110		
101.0	0.120			0.11	
		0.130	0.130		
102.0	0.140			0.24	
		0.150	0.150		
103.0	0.160			0.39	
		0.170	0.170		
104.0	0.180			0.56	
		0.190	0.190		
105.0	0.200			**0.75**	
		0.210	0.210		
106.0	0.220			0.96	

Total Volume Provided = **0.75** ac-ft

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

PERVIOUS AREA = 1.60 ACRE
IMPERVIOUS AREA = 8.70 ACRE
TOTAL AREA = 10.30 ACRE



7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

LMC NORTHBROOK

NORTHBROOK ILLINOIS

EXISTING IMPERVIOUS EXHIBIT

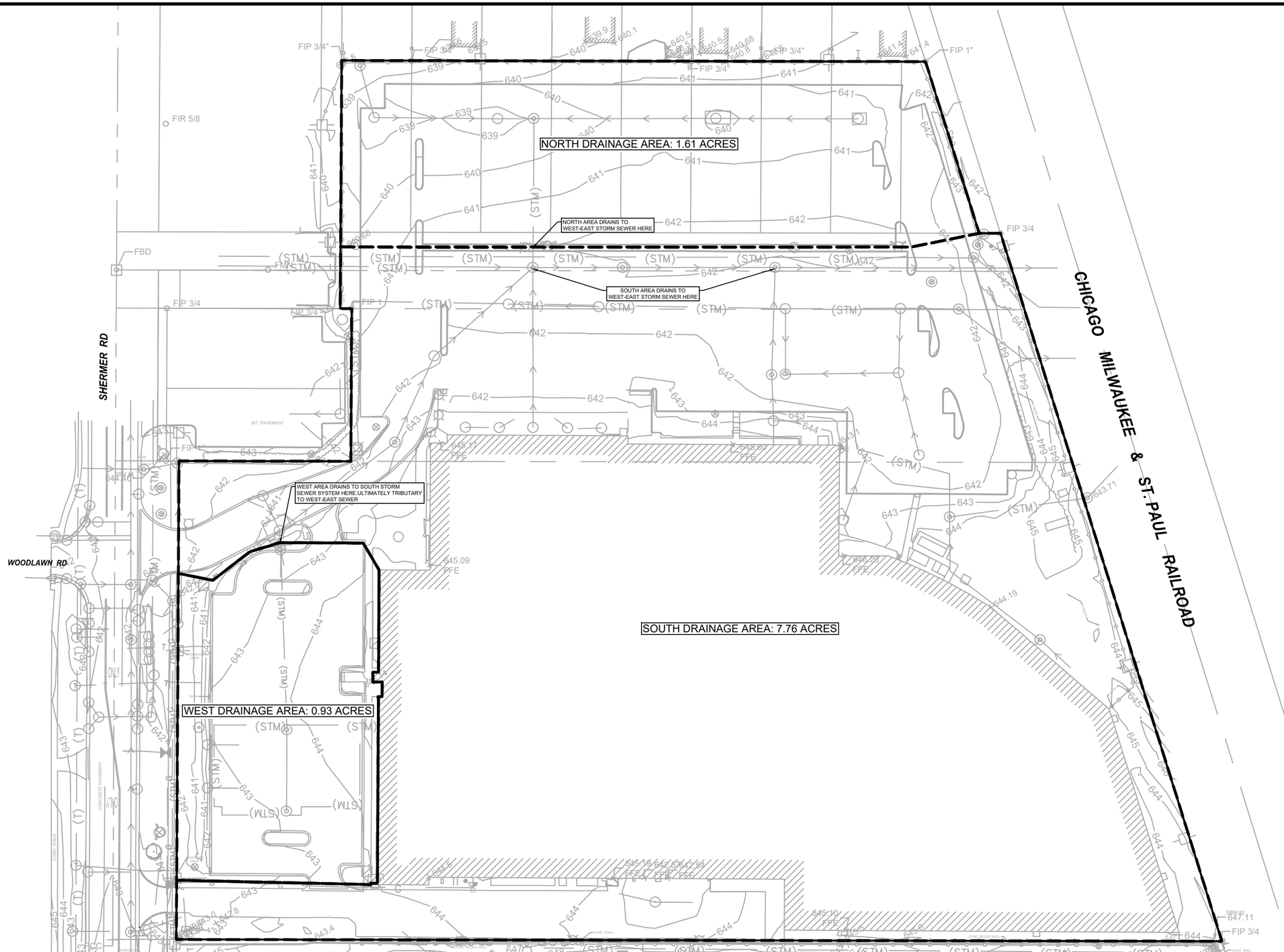
DATE: 07-25-22

0 100 200

SCALE

N:\2022\220603\Drawings\ACAD\LD\S03\Misc Drawings\Existing Impervious Exhibit

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)



7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

LMC NORTHBROOK

NORTHBROOK *ILLINOIS*

EXISTING DRAINAGE AREA EXHIBIT

DATE: 07-27-22

0 40 80

SCA

N:\2022\220603\Drawings\ACAD\LD\S03\Misc Drawings\Existing Drainage Area Exhib

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

PERVIOUS AREA = 3.42 ACRES
IMPERVIOUS AREA = 6.88 ACRES
TOTAL AREA = 10.30 ACRES

LOT 1
PROPOSED 4 STORY
48 UNITS
MULTI-FAMILY BUILDING

LOT 2
PROPOSED 5 STORY
335 UNITS
MULTI-FAMILY BUILDING

RESTAURANT
5,090 SF

SHERMER RD

WOODLAWN RD

CHICAGO MILWAUKEE & ST.PAUL RAILROAD

PERVIOUS AREA (TYP.)

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

LMC NORTHBROOK

NORTHBROOK ILLINOIS

PROPOSED IMPERVIOUS EXHIBIT

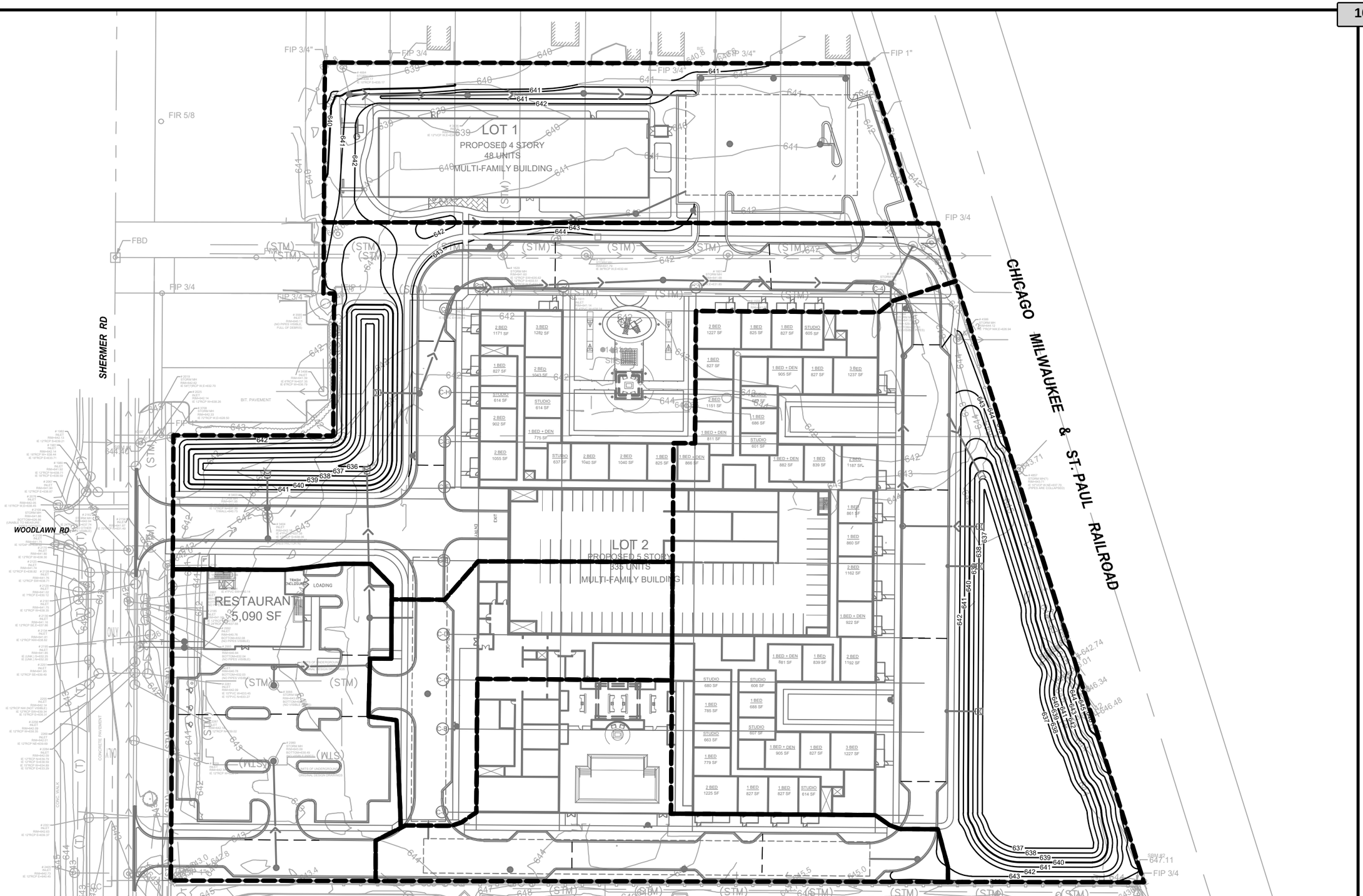
DATE: 09-02-22

0 40 80

SCAL

N:\2022\220603\Drawings\ACAD\LD\S03\Misc Drawings\Proposed Impervious Exhib

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)



7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

LMC NORTHBROOK

NORTHBROOK *ILLINOIS*

PROPOSED DRAINAGE AREA EXHIBIT

DATE: 07-27-22

0 40 80

SCA

N:\2022\220603\Drawings\ACAD\LD\S03\Misc Drawings\Proposed Drainage Area Exhib

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

DocuSign Envelope ID: FBA55D10-496E-4339-9600-4D4BD77CF52E

NORTH COOK COUNTY SOIL & WATER CONSERVATION DISTRICT

FOR OFFICE USE ONLY

DATE RECIEVED

NRI #

NATURAL RESOURCE INVENTORY REPORT APPLICATION

Applications are reviewed by the Board of Directors during the regularly monthly Board meeting the second Thursday of the month. Applications received by the Friday prior to the Board meeting will be reviewed.

OWNER'S NAME: Lennar Multifamily Communities, LLC

Address: 151 N Franklin, Suite 2665
Chicago, IL 60606

PETITIONER'S NAME: Peter Chmielewski

Address: 151 N Franklin, Suite 2665
Chicago, IL 60606

CONTACT PERSON: Jeff Woll

Telephone: 312.342.7704 **Fax:** N/A

CITY OR LOCAL UNIT OF GOVERNMENT RESPONSIBLE FOR SUBDIVISIONS, ANEXATION AND ZONING: Village of Northbrook

REAL ESTATE TAX INDEX #:

LEGAL DESCRIPTION:
(Lot#, Block#)
Attach Legal Description- Optional
Attached

Sec. 10/15 **T** 42 **N R** 12 **E**

STREET LOCATION: 1657 Shermer

ZONING DISTRICT: Existing: _____ Requested: _____

LAND USE: Existing: Office/Manufacturing
Proposed: Mixed Use (MF & Restaurant)

TOTAL ACRES OF PARCEL: 10.3 **ACRE(S)** **FEE: $** 660

FEE SCHEDULE: **0 TO 3.0 Acres: $500.00 + Per Acre or Part Acre Over 3.0: $20.00**

Make Checks Payable to: North Cook County SWCD

640 Cosman Road
Elk Grove, IL. 60007
PH: 224-875-7580
R.McAndless@northcookswcd.org

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

DocuSign Envelope ID: FBA55D10-496E-4339-9600-4D4BD77CF52E

PLEASE CHECK ALL APPLICABLE ITEMS

REQUESTED ZONING/PLANNING CHANGE(S):

_____Zoning Variance
_____Annexation
_____ New Development
_____Zoning Change
x_____Subdivision/Re-subdivision
x_____ Redevelopment

PROPOSED LAND USE:

Planned Structures:
x_____Commercial Building
x_____Residential Dwelling
_____Industrial Building
_____Other
_____Slab
_____crawlspace
_____basement

Open Space:
_____Park/Playground Areas
x_____Common Open Space Areas
_____Conservancy Easements
_____Other: _____

Water Supply:
_____Individual Wells

Wastewater Treatment:
_____Individual On-site Waste Water Disposal
_____Community Water
x_____Sanitary Sewers / Collection for Municipal Treatment
_____ Homeowners Association
_____Other: _____

Stormwater Management:
_____Drainage Ditches and Swales
x_____Storm Sewers
x_____Detention Pond (Dry Basin)
_____Retention Pond (Wet Basin)
x_____Vault Detention (Underground)
_____Other: _____

Floodplain Management:
_____Flood Fringe Modification
_____Floodway Modification
_____Floodplain Map Revision
_____Wetland Modification

EXISTING SITE CHARACTERISTICS:

_____Ponds and Lakes
_____Perennial Stream(s)
_____Intermittent Stream(s)
_____Drainage Tiles
_____Cropland
_____Woodland
_____ Vacant Land
_____Floodplain (Flood Zone:_____)
_____Floodway
_____Flood Fringe
_____Wetland(s)
x_____Disturbed Land
_____Natural Area (native plant community)

DATA MATERIALS REQUIRED BEFORE PROCESSING APPLICATION:

One (1) copy enclosed _____Plat of Survey/Topographic Survey
One (1) copy enclosed _____ Concept or Development Plans/Grading Plan
One (1) copy enclosed _____Preliminary Engineering Plans with Stormwater Management Information
One (1) copy enclosed _____Soil Erosion and Sedimentation Control Plan & Stormwater Pollution Prevention Plan
One (1) Copy enclosed _____ Inspection/Maintenance Information (Retention/Detention Facility)
One (1) copy enclosed _____Soil Boring Report (Incl. Groundwater Table Info)
One (1) copy enclosed _____Preliminary Grading and Landscaping Plans
One (1) copy enclosed _____Drainage Plans (Drainage Concept Plan required)
One (1) copy enclosed _____Tree Survey/ Tree Preservation Plan

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Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

DocuSign Envelope ID: FBA55D10-496E-4339-9600-4D4BD77CF52E

PLEASE CHECK-OFF ALL APPLICABLE PERMITS REQUIRED FOR THE PROPOSED DEVELOPMENT

X **Illinois Environmental Protection Agency- NPDES ILR-10 Permit**

_____ **U.S. Army Corps of Engineers Permit**

_____ **Illinois Department of Natural Resources**

_____ **NEMA (Letter of Map Amendment, Letter of Map Change, Letter of Map Revision)**

It is understood that this request allows a District representative the right to inspect the parcel or parcels described in the above application.

PETITIONER'S SIGNATURE: DocuSigned by: DB59D29E0ACA401... **DATE:** 7/26/2022

This review will be issued on a non-discriminatory basis without regard to race, color, religion, national origin, age, gender, handicap or marital status. The North Cook County Soil and Water Conservation District is a non-taxing nonprofit local government.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

DocuSign Envelope ID: FBA55D10-496E-4339-9600-4D4BD77CF52E

NORTH COOK COUNTY SOIL AND WATER CONSERVATION DISTRICT

GUIDELINES FOR SUBMITTING A REQUEST FOR NATURAL RESOURCE INFORMATION

For the convenience of those who must comply with the Soil and Water Conservation District's Law, Section 22.02a enacted December 3, 1971, and effective July 1, 1972, we quote the amendment:

"Sec. 22.02a - The Soil and Water Conservation District shall make all natural resource information available to the appropriate county agency or municipality in the promulgation of zoning ordinances or variances. Any person who petitions any municipality or county agency in the district for variation, amendment, or other relief from that municipality's or county's zoning ordinances or who proposes to subdivide vacant or agricultural lands there in shall furnish a copy of such petition or proposal to the Soil and Water Conservation District. The Soil and Water Conservation District shall not be given more than 30 days from the time of receipt of the petition or proposal to issue its written opinion concerning the petition or proposal and submit the same to the appropriate county agency or municipality for further action."

The purpose of this amendment is, of course, to assure that land developers take into full consideration the limitations of the land they wish to develop—including the limitations of its soil for septic system, for foundations, for roads, and for other uses; also that such limitations as flooding hazard, land slope, and shallow water table be carefully considered and dealt with. Such other land characteristics as existing ecological value (i.e. wetlands) should also be considered before development plans are drawn. Another important purpose of this amendment is to make certain that all of these characteristics of any given piece of land are also known to the governmental units that will be called on to approve or disapprove development plans.

In order to facilitate compliance with the law by land developers and others, the North Cook County Soil and Water Conservation District has formulated the following set of guidelines and standardized set of fees (as provided for in Section 22.09 of this Law). The fee schedule is stated on the front of the Application Form provided.

1. ONE-ACRE LIMITATION

It shall be the policy of the District Board that until notice is given to the contrary, no parcel of land one (1) acre or less in area (43,560 sq. ft. or less) need be submitted for evaluation, except, however, that if a municipality or county authority requires of a petitioner that they file an application with the District, and so notifies the District in writing or verbally, that the District shall automatically cancel its exception and shall require that such party file application. If a municipality or county authority, itself, requests resource information on one acre or smaller parcels, by letter or verbally, the district shall make such information available to them without charge.

2. 30-DAY TIME LIMIT

The 30-day time limit specified in Section 22.02a shall start from the date of receipt by the Soil and Water Conservation District of all materials required of the petitioner, including check or money order. The District Board shall be the sole judge of the completeness of an application. It is the intention of the District, however, to expedite all applications, and it is hoped that the full 30 days will not be required.

3. RESPONSE FROM THE DISTRICT

Resource opinions will be rendered to the governmental unit as well as to the petitioner. The distribution of NRI's is subject to the Freedom of Information Act.

4. AVAILABILITY OF RESOURCE INFORMATION

If a developer or other party requests a **resource inventory** from the Natural Resource Conservation Service, **without** submitting an application for rezoning or other action to a municipality or the county, they will receive this as a free service. They will, however, still be required to submit the usual application to the District and pay the fee when he petitions a village or the county.

5. RESOURCE INFORMATION REQUEST FORMS

The District office will provide Natural Resource Information Request forms to the county and to each municipality located wholly or partly within the District. Only one copy of such form needs to be filed with the District by the petitioner. Governmental units and developers may obtain additional forms by requesting them from the District. NRI applications can be downloaded from the District website; northcookswcd.org.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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6. RECEIPT OF APPLICATION BY DISTRICT

Upon receipt of an application by the District, the petitioner will receive a receipt showing that the application has been received and that the proper fee has been paid. If the application is found to be incomplete, after receipt has been issued, notice to such effect will be given by mail or by telephone or both, to petitioner so that missing information can be provided. In such cases, the 30-day time limit for providing Natural Resource Information by the District shall not commence until required missing information is received by the District.

7. REFUND OF FEES

After receipt of application, if the District determines that a full report is not necessary, fees shall be refunded. Refunds are given following Natural Resource Information policies, which have been approved by the District Board, and the amount of refund shall be explained in a letter accompanying the refund.

8. NOTIFICATION OF COUNTY OR MUNICIPALITY

Upon receipt of application, the District shall send notification to the County or municipal authority concerned. This notice will state that the application has been made and that comment will be made by a certain date, or that not resource data is available for this parcel of land and that the District Board will not be commenting.

9. STARTING DATE

Only those applications to a municipality or county authority which were filed after July 1, 1972, come under the provisions of this law.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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Narrative Checklist

The Natural Resource Information Report Application is not complete until all of the following information is submitted in a narrative form for the proposed construction activity

_____**Project description** - Briefly describes the nature and purpose of the land disturbing activity, and the area of the parcel (acres) to be disturbed.

_____**Existing site conditions**- Describe the existing topography , vegetation, drainageways, subsurface drain tile, buildings, roads and utilities.

_____**Adjacent areas**- A description of neighboring areas such as streams, lakes, residential areas, roads, etc. which might be affected by the land disturbance.

_____**Critical areas**- A description of areas on the site which have potentially serious problems, e.g. steep or long slopes, channels, intermittent streams, and side hill seeps.

_____ **Soil erosion and sediment control measures**- A description of the Best Management Practices which will be used to control erosion and sedimentation on the site. Control methods should meet the standards in section 4 of the Illinois Urban Manual.

_____**Stormwater runoff calculations**- Will the proposed development on the subject property cause an increase in stormwater runoff (rate & volume)? Will the increase in runoff cause soil erosion or channel degradation downstream? Describe the strategy to control stormwater runoff.

_____C**alculations**- Detailed calculations for the design of temporary sediment basins, permanent stormwater detention basins, diversions, channels, etc.. Include pre and post development runoff.

_____**Detail drawings**- Include detail drawings from the Illinois Urban Manual. Any structural practices used that are not referenced to the Illinois Urban Manual or local handbooks should be explained and illustrated with detail drawings.

_____ **Best Management Practices for Stormwater Management**

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Traffic Impact Study
Proposed Residential Development

Northbrook, Illinois



Prepared For:

LMC

Kenig, Lindgren, O'Hara, Aboona, Inc.

September 13, 2022

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed mixed-use development to be located in Northbrook, Illinois.

This site, which was previously occupied by Grainger, is located at 1657 Shermer Road. The plans call for a luxury apartment building with 335 units, an Affordable Housing/Supportive Care building with 48 units, and a 6,500 square-foot restaurant. Parking for the proposed luxury apartment building will be provided via an approximately 440 space parking garage and 63 parallel parking spaces, parking for the affordable housing units will be provided via a 62-space parking lot, and parking for the proposed restaurant will be provided via an approximately 51 space parking lot. Access to the proposed development will be provided off Shermer Road via the two existing full movement access drives, one of which is in alignment with Woodlawn Road.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate the traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site. The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning, evening, and Saturday midday peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of on-site circulation
- Evaluation of the proposed parking supply

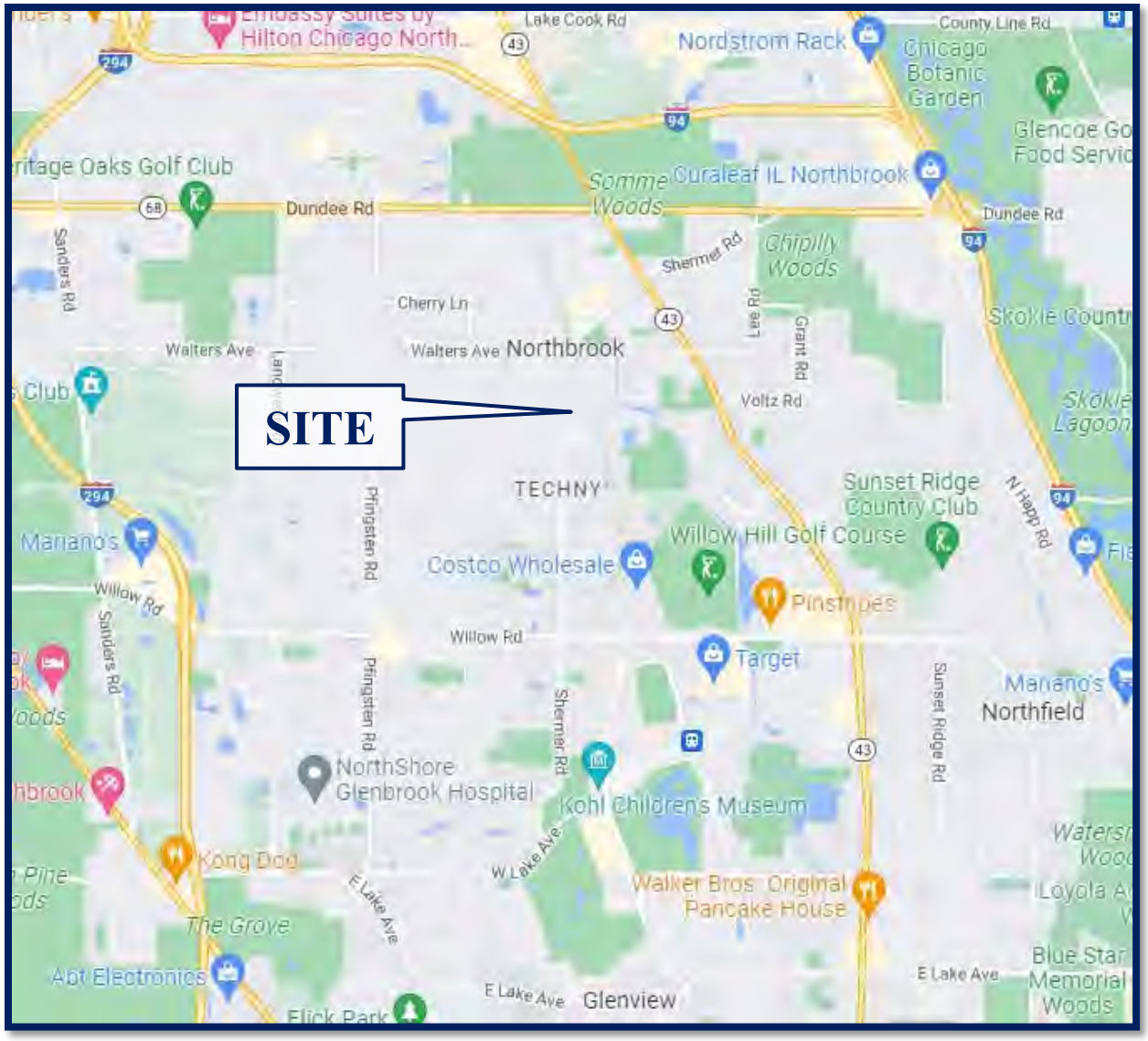
Traffic capacity analyses were conducted for the weekday morning, weekday evening peak hours for the following conditions:

1. Year 2022 Base Conditions – Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Year 2028 No-Build Conditions – Analyze the capacity of the future roadway system using the no-build traffic volumes that include the existing traffic volumes and ambient traffic growth factor.

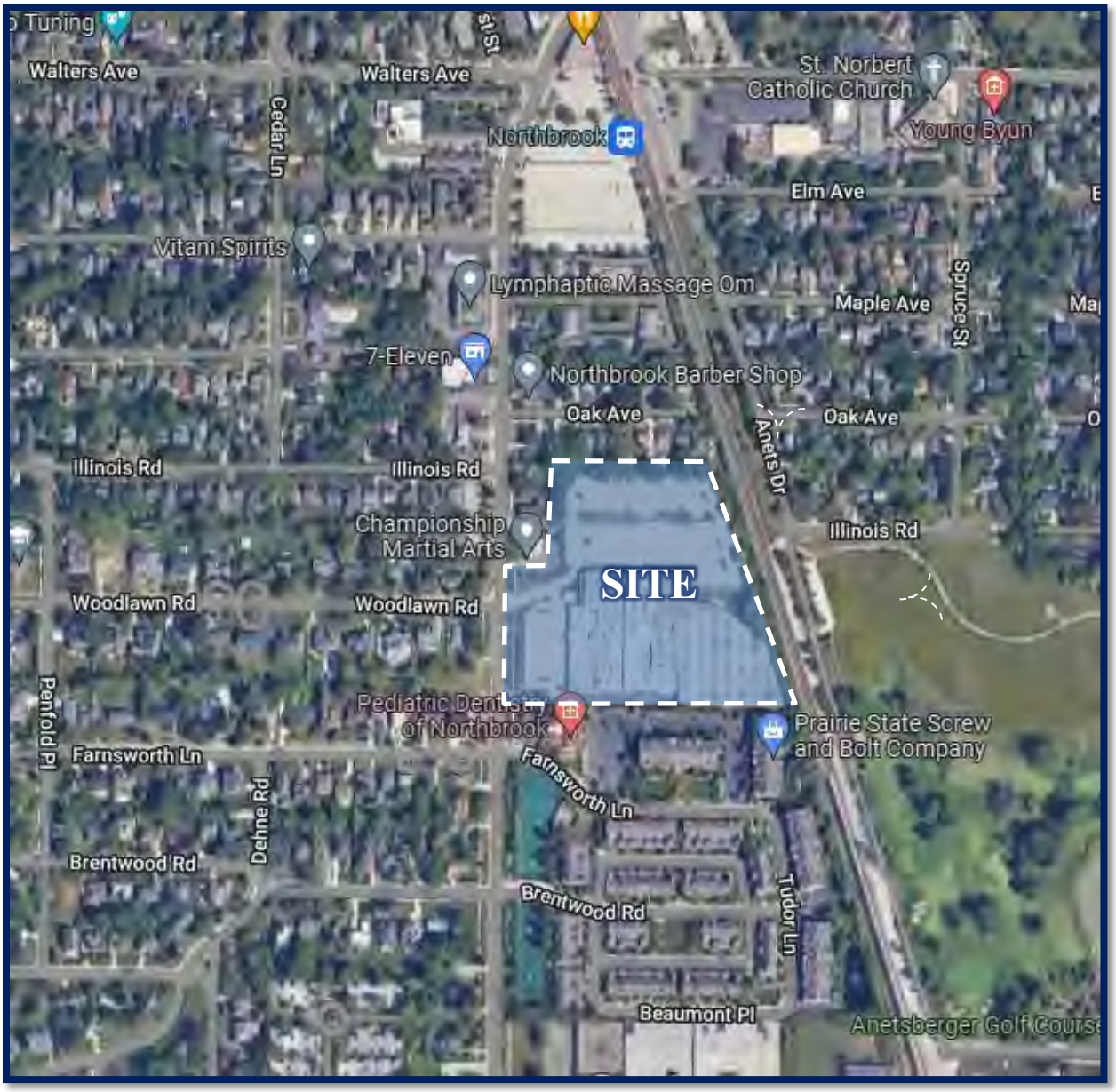
3. Year 2028 Total Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, and the traffic estimated to be generated by the full buildout of the proposed development.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)



Site Location **Figure 1**

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)



Aerial View of Site **Figure 2**

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

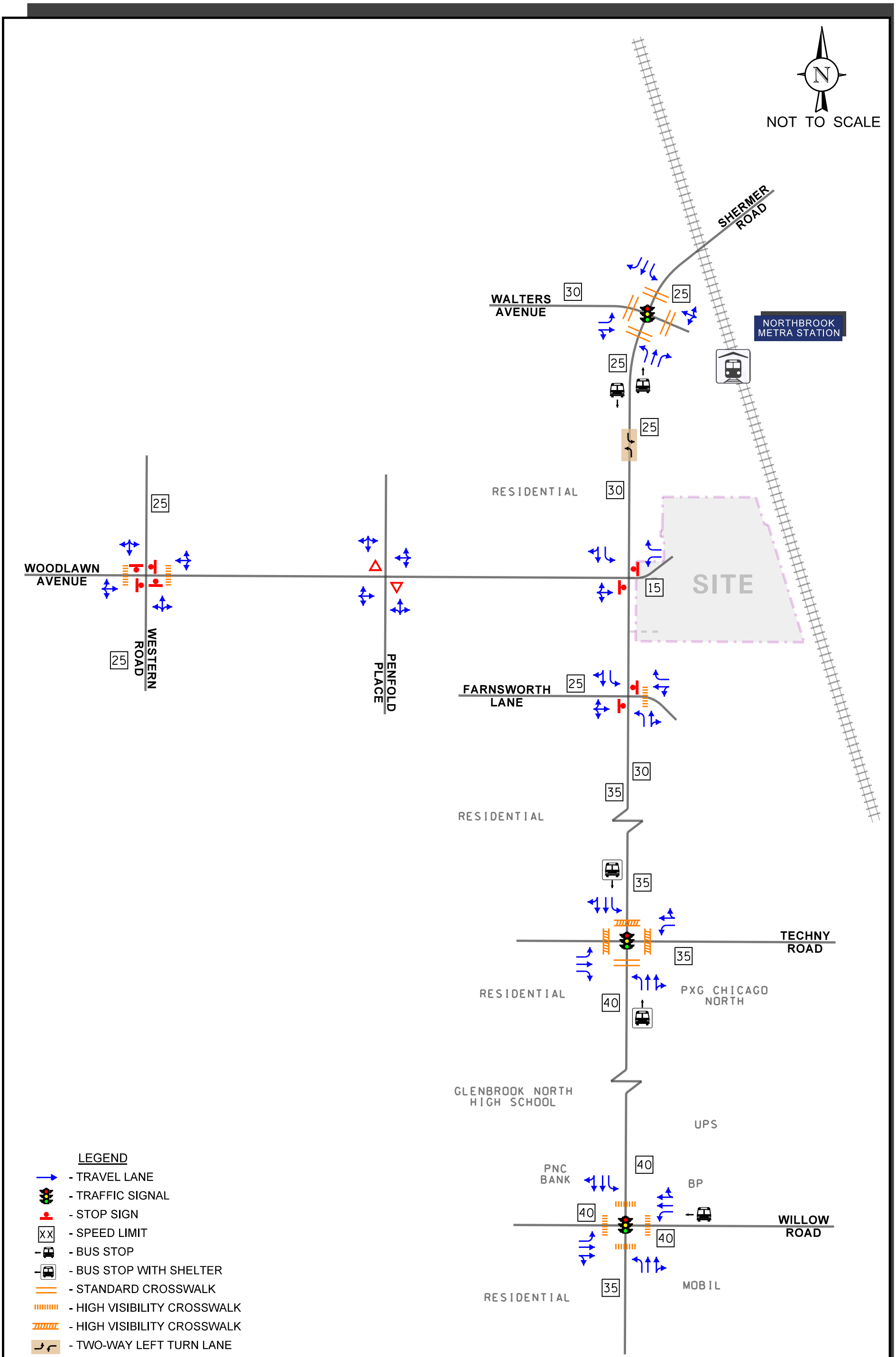
The site is located on the east side of Shermer Road at Woodlawn Road Land uses in the vicinity of the site are primarily residential in all directions, with office land uses bordering the site to the northeast and south including the Pediatric Dentistry of Northbrook and Prairie State Screw and Bolt Company to the south. It should be noted that the Milwaukee District North Metra commuter railroad borders the east side of the site and Glenbrook North High School is located approximately 4,400 feet southwest of the site.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

Shermer Road is a north-south major collector roadway that in the vicinity of the site provides one travel lane in each direction which widens to two travel lanes in each direction between Techny Road to Willow Road. At its signalized intersection with Walters Road, Shermer Road provides an exclusive left-turn lane, one through lane, and an exclusive right-turn lane on the southbound and northbound approaches. Both approaches provide a standard style crosswalk. At its signalized intersection with Techny Road, Shermer Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the northbound and southbound approaches. The north approach provides a high visibility crosswalk, and the south leg provides a standard style crosswalk. At its signalized intersection with Willow Road, Shermer Road provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane on the northbound and southbound approaches. Both approaches provide a high visibility crosswalk and pedestrian countdown signals. At its unsignalized intersection with Woodlawn Road, Shermer Road provides an exclusive left-turn lane and a shared through/right-turn lane on both northbound and southbound approaches. At its unsignalized intersection with Farnsworth Lane, Shermer Road provides an exclusive left-turn lane and a shared through/right-turn lane on both northbound and southbound approaches. North of Willow Road, Shermer Road is under the jurisdiction of the Village of Northbrook and carries an annual average daily traffic (AADT) volume of 13,100 vehicles (IDOT 2021). South of Willow Road, Shermer Road is under the jurisdiction of the Illinois Department of Transportation (IDOT) and carries an AADT volume of 7,750 vehicles (IDOT 2021). Shermer Road has a posted speed limit of 25 miles per hour north of Maple Avenue, 30 miles per hour between Maple Avenue and Techny Road, 40 miles per hour between Techny Road and Willow Road, and 35 miles per hour south of Willow Road.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)



RESIDENTIAL DEVELOPMENT
NORTHBROOK, ILLINOIS

EXISTING ROADWAY CHARACTERSITICS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 22-154

Figure: 3

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Walters Avenue is an east-west major collector roadway that in the vicinity of the site provides one travel lane in each direction. At its signalized intersection with Shermer Road, Walters Avenue provides a left-turn lane and one shared through/right-turn lane on the eastbound approach. The east leg of this intersection is the access drive serving the Northbrook Metra Station access drive. Both legs provide crosswalks and pedestrian signals. Walters Avenue is under the jurisdiction of the Village of Northbrook, carries an AADT volume of 4,000 vehicles (IDOT 2018) and has a posted speed limit of 30 miles per hour.

Techny Road is an east-west major collector roadway that in the vicinity of the site provides one travel lane in each direction. At its signalized intersection with Shermer Road, Techny Road provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the eastbound approach, and an exclusive left-turn lane, and a shared through/right-turn lane on the westbound approach. Both approaches provide a high visibility crosswalk. Techny Road is under the jurisdiction of the Village of Northbrook, carries an AADT volume of 7,750 vehicles (IDOT 2018) east of Shermer Road and an AADT volume of 6,100 vehicles (IDOT 2018) west of Shermer Road. Techny Road has a posted speed limit of 35 miles per hour.

Willow Road is an east-west principal arterial roadway that provides two travel lanes in each direction. At its signalized intersection with Shermer Road, Willow Road provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane on both eastbound and westbound approaches. Both legs provide a high visibility style crosswalk and pedestrian countdown signals. Willow Road is under the jurisdiction of IDOT and carries an AADT volume of 35,600 vehicles (IDOT 2021) east of Shermer Road and an AADT volume of 34,500 vehicles (IDOT 2021) west of Shermer Road. Willow Road has a posted speed limit of 40 miles per hour.

Woodlawn Road is an east-west local roadway that in the vicinity of the site provides one travel lane in each direction. At its unsignalized intersection with Shermer Road, Woodlawn Road provides a shared left/through/right-turn lane that is under stop-sign control. The east leg of this intersection is the existing access drive serving the site. At its unsignalized intersection with Penfold Place, Woodlawn Road provides a shared left/through/right-turn lane on the eastbound and westbound approaches. At its unsignalized intersection with Western Avenue, Woodlawn Avenue provides a shared left/through/right-turn lane on the eastbound and westbound approaches that is under stop-sign control. Woodlawn Road is under the jurisdiction of the Village of Northbrook.

Farnsworth Lane is an east-west local roadway that in the vicinity of the site provides one travel lane in each direction. At its unsignalized intersection with Shermer Road, Farnsworth Lane provides an exclusive right-turn lane and a shared through/left-turn lane on the westbound approach and a shared left/through/right-turn lane on the eastbound approach and both approaches are under stop-sign control. Farnsworth Lane is under the jurisdiction of the Village of Northbrook and has a posted speed limit of 25 miles per hour.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Western Avenue is a north-south minor collector roadway that provides one travel lane in each direction. At its unsignalized intersection with Woodlawn Road, Western Avenue provides a shared left/through/right-turn lane. Western Avenue is under the jurisdiction of the Village of Northbrook and carries an AADT volume of 1,400 vehicles (IDOT 2018) and has a posted speed limit of 25 miles per hour.

Penfold Place is a north-south local roadway that in the vicinity of the site provides one travel lane in each direction. At its unsignalized intersection with Woodlawn Road, Penfold Place provides a shared left/through/right-turn lane on the northbound and southbound approaches that are under yield-sign control. Penfold Place is under the jurisdiction of the Village of Northbrook.

Traffic Signal Interconnect

The signalized intersection of Willow Road is part of a nine-signal coordinated system that extends along Willow Road between Patriot Boulevard to the east and Sanders Road to the west.

Public Transportation

The study area is also served by the Pace Suburban Bus Route 422 which provides weekday service from Wilmette to Northbrook. Service operates from Linden CTA Purple Line station to Northbrook Court, and it has several bus stops along the Shermer Road. Notable stops include Woodlawn Road and Shermer Road intersection in addition to Farnsworth Lane and Shermer Road intersection which both will benefit the proposed mixed-use development.

Furthermore, the Northbrook Metra Station is located in the southeast quadrant of Shermer Road and Walters Avenue intersection one-quarter mile north of the site. This station is for the Metra Milwaukee District North (MD-N) commuter railway and as of July 12, 2021 this railway carries approximately 38 trains per day of which nine trains are during the weekday morning peak period and six trains are during the weekday evening peak period.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Collection Units on Thursday, May 12th, 2022, during the weekday morning (7:00 to 9:00 A.M.) and evening (2:00 to 6:00 P.M.) peak periods, at the following intersections:

- Shermer Road with Walter Avenue
- Shermer Road with Woodlawn Avenue
- Shermer Road with Farnsworth Place
- Shermer Road with Techny Road
- Shermer Road with Willow Road
- Woodlawn Road with Penfold Place
- Woodlawn Road with Western Avenue

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M., the weekday afternoon peak hour of traffic occurs from 3:00 P.M. to 4:00 P.M, and the weekday evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M.

It should be noted that on the days the counts were conducted, the schools within the vicinity of the site were in session, including Glenbrook North High School and that the weekday morning and weekday afternoon peak hours coincide with the Glenbrook North High School start and dismissal times.

In order to ensure that the traffic counts conducted reflect typical traffic conditions, the Year 2022 traffic counts at the intersection of Techny Road with Shermer Road were compared to counts previously conducted at the intersection by KLOA, Inc. in 2019, increased by a regional growth factor, as discussed later. There results of the comparison indicated that the Year 2022 traffic volumes were higher than the adjusted Year 2019 traffic volumes and as such no adjustment was made.

Figure 4 illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Crash Data Summary

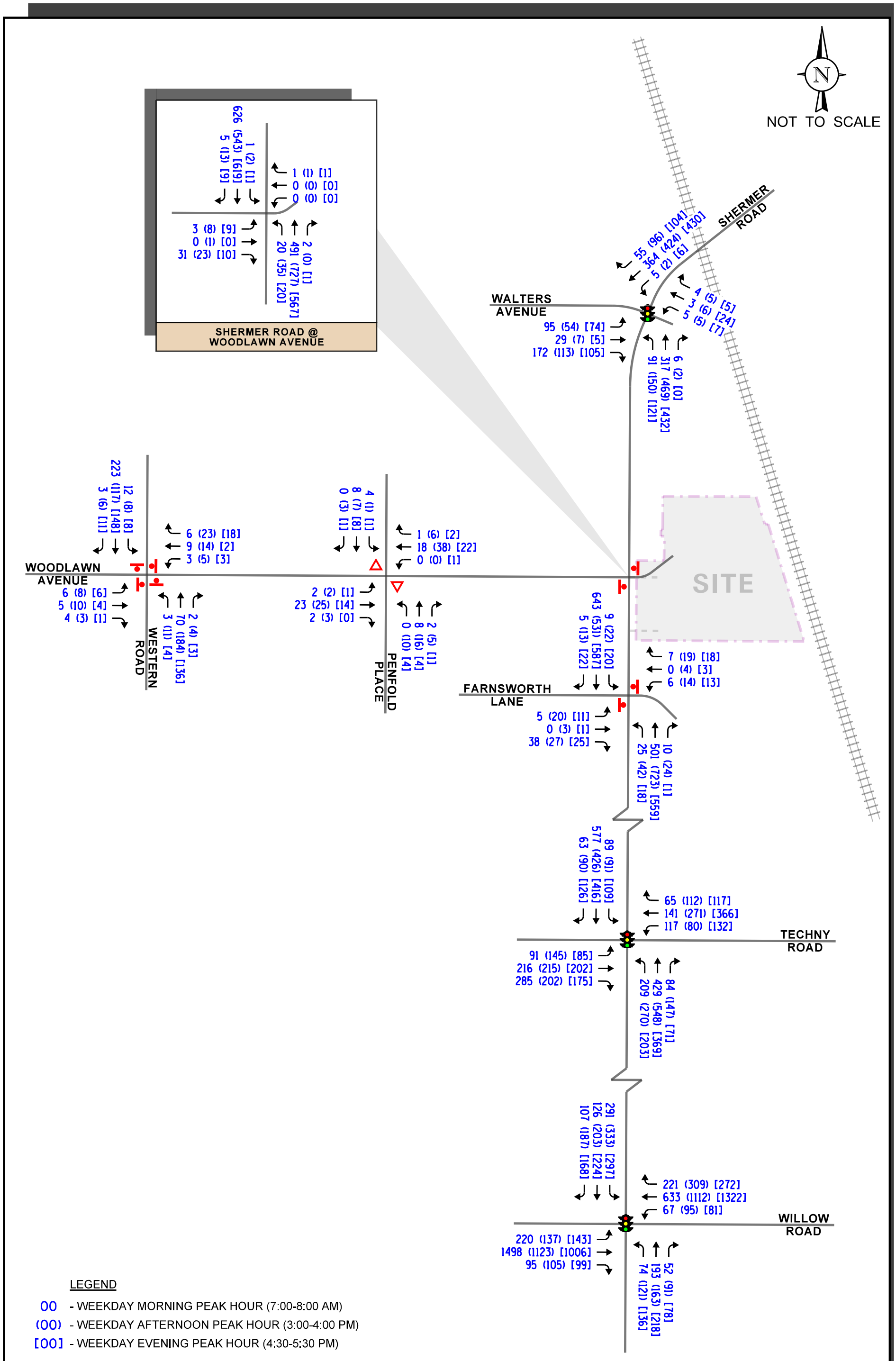
KLOA, Inc. obtained crash data[1] for the most recent available past five years (2017 to 2021) for the following intersections:

- Shermer Road with Walters Avenue
- Shermer Road with Farnsworth Place
- Shermer Road with Techny Road
- Shermer Road with Willow Road
- Woodlawn Road with Penfold Place
- Woodlawn Road with Western Avenue

The crash data for the Shermer Road intersections are summarized in **Tables 1** through **4**. A review of the crash data indicated that there one fatality was reported at the intersection of Shermer Road with Willow Road in 2020, which involved a passenger car running off the road. Furthermore, the intersections of Woodlawn Road with Penfold Place and Western Avenue experienced an average of less than one crash per year. No fatalities were reported at any other location during the reviewed period.

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)



LEGEND

00 - WEEKDAY MORNING PEAK HOUR (7:00-8:00 AM)

(00) - WEEKDAY AFTERNOON PEAK HOUR (3:00-4:00 PM)

[00] - WEEKDAY EVENING PEAK HOUR (4:30-5:30 PM)

RESIDENTIAL DEVELOPMENT NORTHBROOK, ILLINOIS

YEAR 2022 BASE TRAFFIC VOLUMES

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 22-154

Figure: 4

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Table 1
SHERMER ROAD WITH WALTERS AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	1	0	0	3	0	0	0	4
2018	0	0	0	2	0	1	0	3
2019	0	0	0	0	0	1	0	1
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0
Total	**1**	**0**	**0**	**5**	**0**	**2**	**0**	**8**
Average	**<1.0**	**--**	**--**	**1**	**--**	**<1.0**	**--**	**1.6**

Table 2
SHERMER ROAD WITH FARNSWORTH LANE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0
2020	2	0	0	0	0	1	0	3
2021	0	0	0	0	0	0	0	0
Total	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**3**
Average	**<1.0**	**--**	**--**	**--**	**--**	**<1.0**	**--**	**<1.0**

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Table 3
SHERMER ROAD WITH TECHNY ROAD – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	2	0	3	0	5
2018	1	0	0	3	0	1	1	5
2019	0	0	0	4	0	2	0	6
2020	0	0	1	3	0	0	0	4
2021	0	0	0	2	0	1	0	3
Total	**1**	**0**	**1**	**14**	**0**	**6**	**1**	**23**
Average	**<1.0**	**--**	**<1.0**	**2.8**	**--**	**1.2**	**<1.0**	**4.6**

Table 4
SHERMER ROAD WITH WILLOW ROAD – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	1	0	0	8	3	8	0	20
2018	0	0	1	15	1	6	1	24
2019	1	0	1	8	2	9	0	21
2020	0	0	1	3	0	8	0	12
2021	0	0	0	6	1	10	1	18
Total	**2**	**0**	**3**	**40**	**7**	**41**	**2**	**95**
Average	**<1.0**	**--**	**<1.0**	**8**	**1.4**	**8.2**	**<1.0**	**19**

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the development includes a luxury apartment building with 335 units, an affordable housing/supportive care building with 48 units, and a 6,500 square-foot restaurant. Access to the development will be provided via the following:

- The existing full movement access drive off Shermer Road that is aligned opposite Woodlawn Road. Consistent with existing conditions, and to limit the amount of traffic traveling west on Woodlawn Road through the residential neighborhood, this access drive should provide one inbound lane and two outbound lanes striped to provide an exclusive left-turn lane and an exclusive right-turn lane. Signage should be added to further enforce the restriction. Outbound movements onto Shermer Road should be under stop-sign control. Left-turning movements onto the access drive will continue to be accommodated within the existing center two-way left-turn lane striped on Shermer Road.

- A full movement access drive off Shermer Road located approximately 150 feet north of Farnsworth Lane. This access drive will be located in the approximately location of the existing southerly full movement access drive (Private Access Drive) serving the site and will continue to provide one inbound lane and one outbound lane. Outbound movements will be under stop-sign control. Left-turning movements onto the access drive will continue to be accommodated within the exclusive turn lane striped on Shermer Road.

Parking for the luxury apartments will be provided via an approximately 440 space garage and 63 parallel parking spaces. Parking for the affordable housing building will be provided via a surface parking lot providing 62 parking spaces. Parking for the proposed restaurant will be provided via an approximately 51-space parking lot.

The main luxury apartment building will be centrally located to the site and will be served by a private circulation roadway. This circulation roadway will have connections to the two access drives connecting to Shermer Road and will provide access to the restaurant, the affordable housing building, and to the parking garage for the luxury apartment building. In order to ensure efficient flow of traffic throughout the site and to ensure inbound traffic does not extend to Shermer Road, the north-south portion of the circulation roadway should be under stop-sign control at its intersection with the Shermer Road access drives. Additionally, outbound movements form the parking garage should be under stop-sign control. Lastly, outbound movements form the restaurant parking lot onto the access drive/circulation roadway should be under stop-sign control

A site plan depicting the proposed site and development plan is included in the Appendix.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Directional Distribution

The directions from which residents, patrons, and employees will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

Peak Hour Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). The "Multifamily Housing – Mid Rise" (Land-Use Code 221) was utilized for the proposed residential units, "Affordable Housing" (Land-Use Code 223) was utilized for the proposed affordable housing units, and "High-Turnover Sit-Down Restaurant (Land-Use Code 932) was utilized for the proposed restaurant. For the purposes of this evaluation, it was conservatively assumed that the restaurant would be open and serve breakfast, lunch, and dinner.

It is important to note that based on the proposed land-uses, site location, and proximity of public transportation, the number of trips generated by the development may be reduced based on the following:

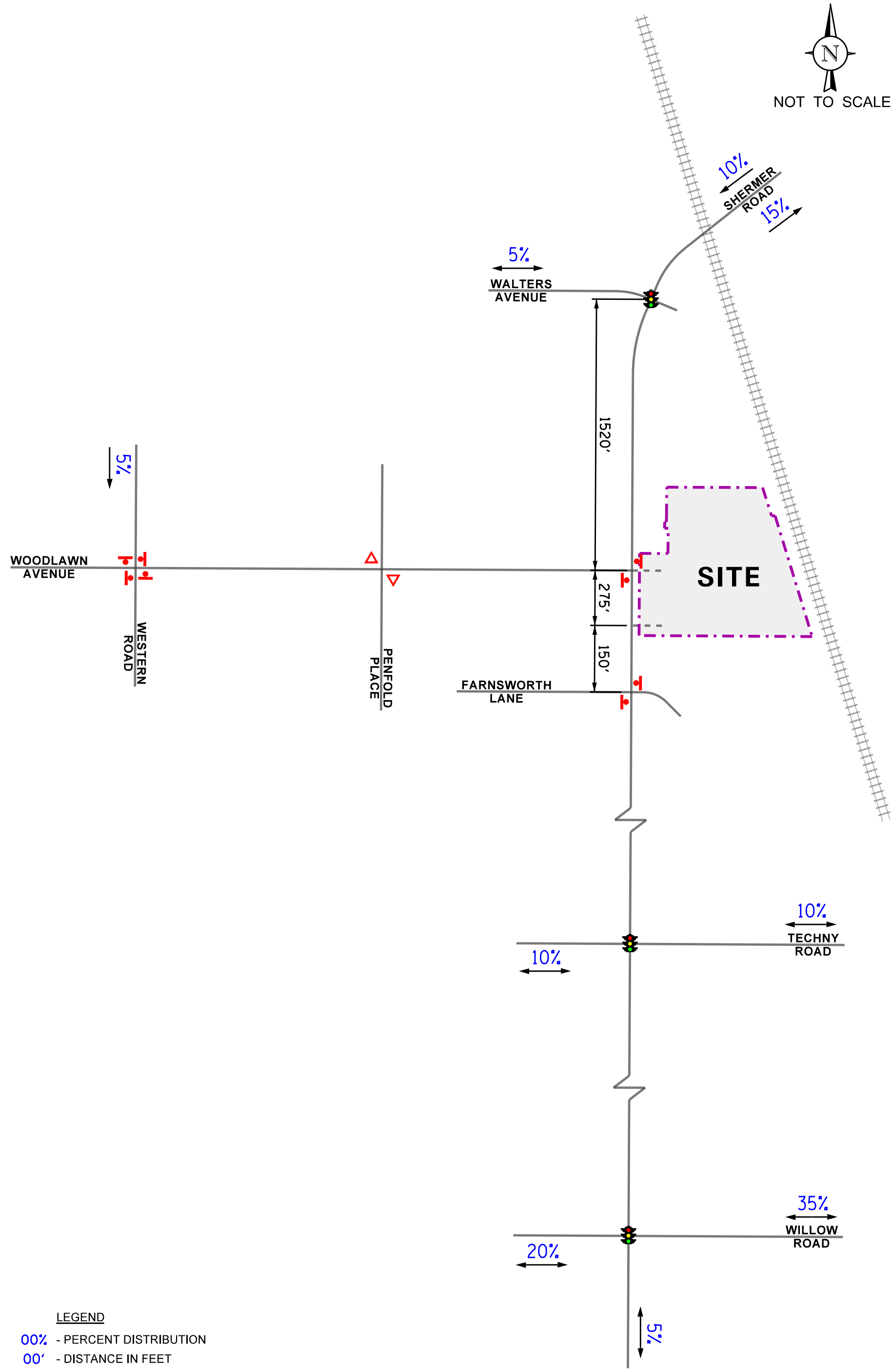
- Surveys conducted by ITE have shown that approximately 40 to 45 percent of trips made to high-turnover sit-down restaurants diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic.

- Due to the proposed mixed-use nature of the proposed development and proximity to other office and residential land-uses developments, the trips estimated to be generated by the proposed development may be reduced to take into consideration interaction between the existing and proposed uses.

- Due to the proximity of the site to the Northbrook Metra Station and a Pace Suburban bus route, some of the trips generated by the proposed development may be reduced due to the utilization of public transportation. Based on census data for the residences within one-half mile of the Northbrook Metra Station, approximately 20 percent of residents take public transportation, bicycle, or walk to work.

However, in order to provide a conservative analysis, no trip generation reductions were applied to any of the proposed land-uses. **Table 5** summarizes the number of trips estimated to be generated by the full buildout of the proposed development

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)



RESIDENTIAL DEVELOPMENT NORTHBROOK, ILLINOIS

DIRECTIONAL DISTRIBUTION

Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 22-154

Figure: 5

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Table 5
ESTIMATED SITE GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	In	Out	Total	
221	Multifamily Housing (335 Units)	31	105	136	46	30	76	80	51	131	1,550
223	Affordable Housing (48 Units)	5	12	17	13	10	23	18	13	31	318
932	Restaurant (6,500 s.f.)	34	28	62	11	14	25	36	23	59	698
Total Development Trips		**70**	**145**	**215**	**70**	**54**	**124**	**134**	**87**	**221**	**2,566**

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657

Trip Generation Comparison

As previously indicated, the site currently contains a vacant Grainger warehouse and office building. The approximately 176,955 square-foot building consisted of 81,472 square-feet of warehouse space, 83,251 square-feet of office space, and 12,232 square-feet of utility space (storage, boiler room, toilets, etc.). The volume of traffic that is estimated to be generated by the proposed development was compared to the trips that could have been generated by the Grainger building when it was fully occupied. As with the proposed development, the trips estimated to be generated by the Grainger building were also determined based on rates published in ITE's *Trip Generation Manual,* 11th Edition. The results of the comparison are shown in **Table 6.**

As can be seen, volume of traffic estimated to be generated by the proposed development will be slightly greater than was previously generated by the Grainger building during the peak hours and on a daily basis. However, this increase will be equal to only approximately one car every one and a half minutes confirming that not all trips to the area will be new trips. Furthermore, this comparison is conservative as it does not take into consideration the pass-by trips generated by the proposed restaurant or take into consideration interaction between the existing and proposed land-uses.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Table 6
TRIP GENERATION COMPARISON

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	In	Out	Total	
150	Warehouse (81,472 s.f.)	25	8	33	5	10	15	10	26	36	168
710	General Office Building (83,251 s.f)	126	17	143	39	36	75	24	119	143	990
	Grainger Building Total	**151**	**25**	**176**	**44**	**46**	**90**	**34**	**145**	**179**	**1,158**
	Proposed Development	70	145	215	70	54	124	134	87	221	2,566
	Difference	**-81**	**+120**	**+39**	**+26**	**+8**	**+34**	**+100**	**-58**	**+42**	**+1,408**

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

The estimated weekday morning, weekday afternoon, and weekday evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of the new passenger vehicle trips for the development.

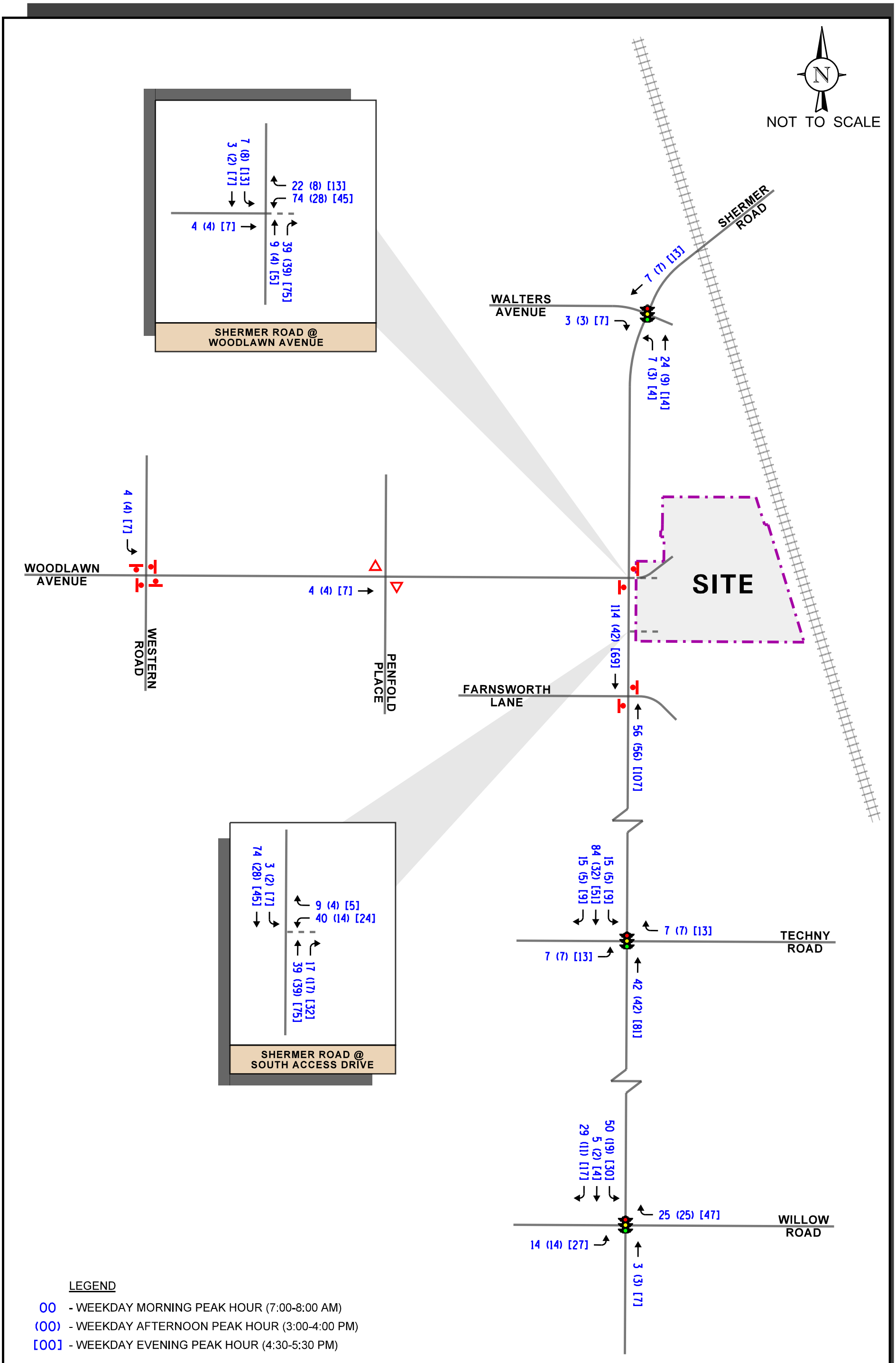
Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by an annual compounded growth rate of approximately 0.3 percent. As such, traffic volumes were increased by three percent to represent Year 2028 no-build conditions. Additionally, the Year 2028 no-build traffic volumes include the traffic estimated to be generated by under construction 7-Eleven fuel center to be located in the northeast corner of the intersection of Shermer Road with Techny Road. The Year 2028 no-build traffic volumes, which include the existing traffic volumes increased by the regional growth factor and the traffic generated by the 7-Eleven fuel center, are illustrated in **Figure 7**. A copy of the CMAP projections letter is included in the Appendix.

Total Projected Traffic Volumes

The development-generated traffic (Figure 6) was added to the existing traffic volumes taking into account background growth and the traffic generated by the 7-Eleven fuel center to determine the Year 2028 projected traffic volumes, as shown in **Figure 8.**

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)



LEGEND

00 - WEEKDAY MORNING PEAK HOUR (7:00-8:00 AM)
(00) - WEEKDAY AFTERNOON PEAK HOUR (3:00-4:00 PM)
[00] - WEEKDAY EVENING PEAK HOUR (4:30-5:30 PM)

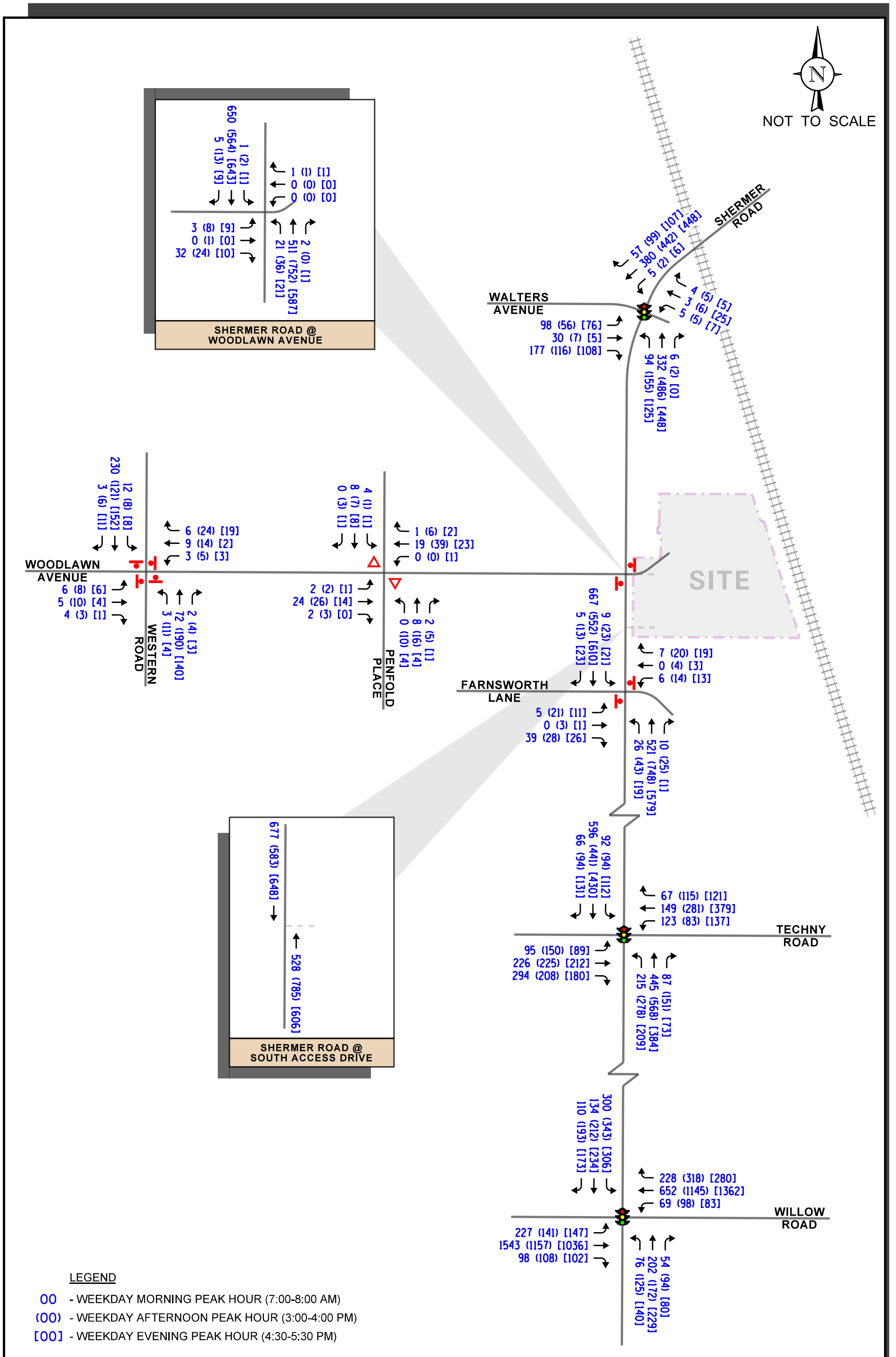
RESIDENTIAL DEVELOPMENT NORTHBROOK, ILLINOIS

SITE TRAFFIC ASSIGNMENT

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 22-154 Figure: 6

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)



LEGEND

00 - WEEKDAY MORNING PEAK HOUR (7:00-8:00 AM)
(00) - WEEKDAY AFTERNOON PEAK HOUR (3:00-4:00 PM)
[00] - WEEKDAY EVENING PEAK HOUR (4:30-5:30 PM)

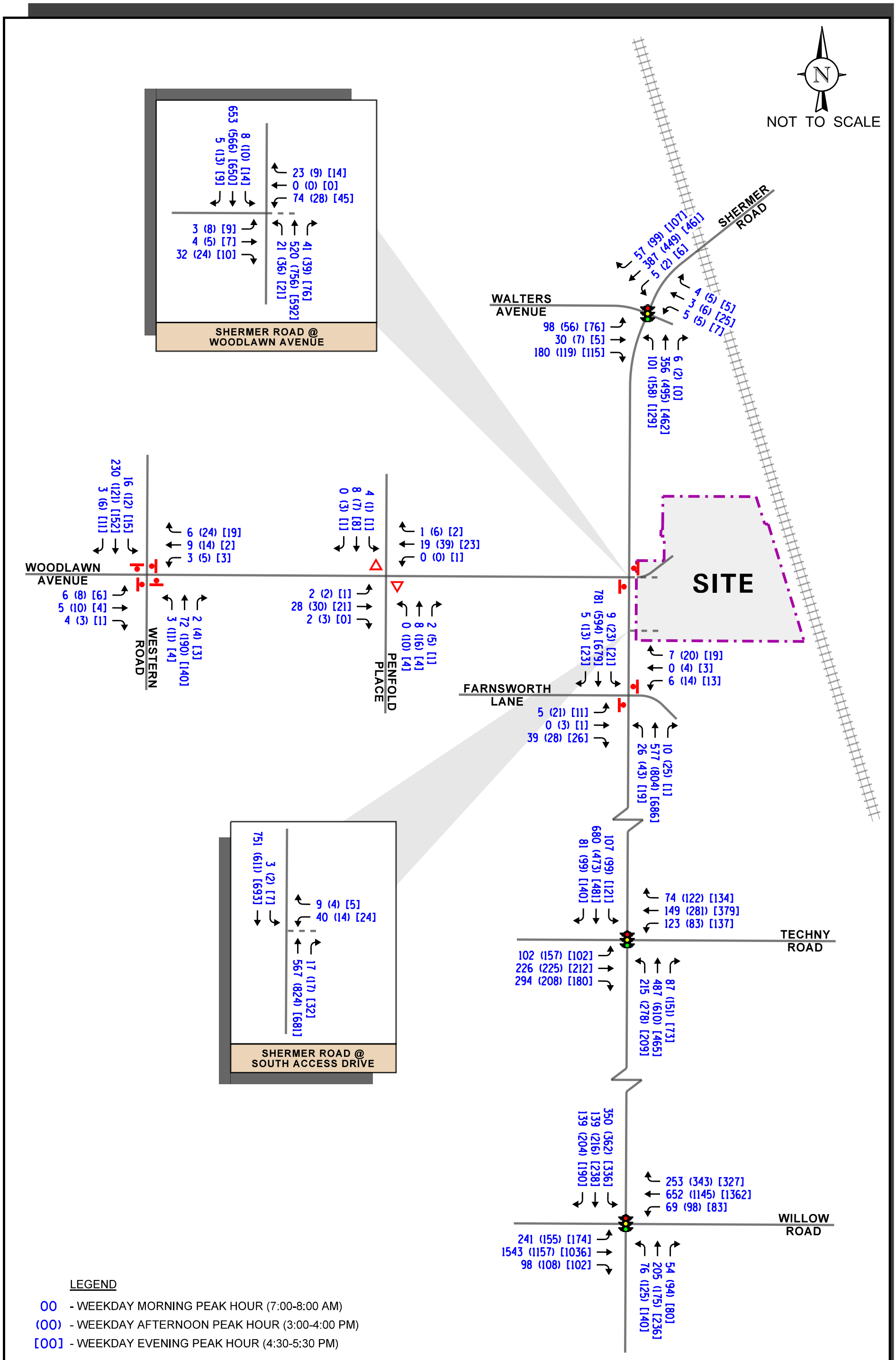
RESIDENTIAL DEVELOPMENT
NORTHBROOK, ILLINOIS

YEAR 2028 NO-BUILD TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 22-154 Figure: 7

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)



RESIDENTIAL DEVELOPMENT
NORTHBROOK, ILLINOIS

YEAR 2028 TOTAL PROJECTED TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 22-154 Figure: 8

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning, weekday afternoon, and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday afternoon, and weekday evening peak hours for the Year 2022 base, Year 2028 no-build and Year 2028 projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6th Edition* and analyzed using the Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections, to determine the average overall vehicle delay and levels of service, were accomplished using field measured cycle lengths and phasings, except for the intersection of Shermer Road and Willow Road which were accomplished utilizing actual cycle lengths and phasings.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the base, no-build and total projected conditions are presented in **Tables 7** through **12**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Table 7
CAPACITY ANALYSIS RESULTS – SHERMER ROAD WITH WALTERS AVENUE – SIGNALIZED

	Peak Hour	Eastbound		Westbound	Northbound			Southbound			Overall
		L	T/R	L/T/R	L	T	R	L	T	R	
Year 2022 Base Conditions	Weekday Morning Peak Hour	C 29.5	B 10.7	C – 21.5	A 4.7	A 8.2	A 0.1	A 4.2	B 13.0	A 1.9	B 11.4
		B – 16.7			A – 7.3			B – 11.4			
	Weekday Afternoon Peak Hour	C 32.9	B 11.0	C – 25.0	A 4.2	A 6.9	A 0.1	A 3.0	B 11.3	A 2.1	A 9.3
		B – 17.8			A – 6.2			A – 9.6			
	Weekday Evening Peak Hour	C 33.8	B 10.4	C – 26.6	A 4.2	A 7.1	A --	A 3.5	B 10.8	A 2.2	A 10.0
		B – 19.7			A – 6.5			A – 9.1			
Year 2028 No-Build Conditions	Weekday Morning Peak Hour	C 30.3	B 10.7	C – 21.8	A 4.9	A 8.5	A 0.1	A 4.2	B 13.2	A 2.0	B 11.6
		B – 17.0			A – 7.6			B – 11.6			
	Weekday Afternoon Peak Hour	C 33.5	B 10.9	C – 25.5	A 4.3	A 7.0	A 0.1	A 3.0	B 11.5	A 2.1	A 9.4
		B – 18.0			A – 6.4			A – 9.8			
	Weekday Evening Peak Hour	C 34.2	B 10.3	C – 26.9	A 4.3	A 7.2	A --	A 3.5	B 10.9	A 2.2	B 10.1
		B – 19.9			A – 6.6			B – 9.2			
Year 2028 Total Projected Conditions	Weekday Morning Peak Hour	C 30.6	B 10.8	C – 22.0	A 4.9	A 8.6	A 0.1	A 4.2	B 13.2	A 2.0	B 11.6
		B – 17.1			A – 7.7			B – 11.7			
	Weekday Afternoon Peak Hour	C 33.6	B 11.0	C 25.2	A 4.4	A 7.1	A 0.1	A 3.0	B 11.6	A 2.1	A 9.5
		B – 18.0			A – 6.4			A – 9.8			
	Weekday Evening Peak Hour	C 34.3	B 10.2	C – 27.0	A 4.4	A 7.3	A --	A 3.5	B 11.0	A 2.2	B 10.1
		B – 19.5			A – 6.7			A – 9.3			

Letter denotes Level of Service L – Left Turns R – Right Turns
Delay is measured in seconds. T – Through

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657

Table 8
CAPACITY ANALYSIS RESULTS – SHERMER ROAD WITH TECHNY ROAD – SIGNALIZED

	Peak Hour	Eastbound			Westbound		Northbound		Southbound		Overall
		L	T	R	L	T/R	L	T/R	L	T/R	
Year 2022 Base Conditions	Weekday Morning Peak Hour	B 17.5	C 30.1	B 13.5	C 21.0	C 34.2	E 65.0	C 28.5	B 16.6	D 35.3	C 31.2
		C – 20.2			C – 29.4		D – 39.1		C – 33.0		
	Weekday Afternoon Peak Hour	C 20.8	C 24.4	A 3.7	B 15.7	D 50.3	F 84.3	D 36.8	C 21.7	C 34.5	D 37.6
		B – 16.0			D – 44.3		D – 50.1		C – 32.5		
	Weekday Evening Peak Hour	B 16.4	C 24.2	A 2.7	B 16.8	D 42.8	C 24.1	C 62.5	B 17.2	C 30.2	C 27.2
		B – 14.6			D – 37.2		C – 25.8		C – 28.0		
Year 2028 No-Build Conditions	Weekday Morning Peak Hour	B 17.7	C 30.4	B 14.3	C 21.9	D 35.2	F 83.1	C 29.4	B 17.2	D 36.9	C 33.6
		C – 20.7			C – 30.4		D – 44.9		C – 34.5		
	Weekday Afternoon Peak Hour	C 23.3	C 24.8	A 4.3	B 15.9	E 55.2	F 95.2	D 42.4	C 22.8	C 34.6	D 41.1
		B – 16.8			D – 48.4		E – 57.1		C – 32.9		
	Weekday Evening Peak Hour	B 17.1	C 24.5	A 2.6	B 17.1	D 45.2	C 25.7	C 27.0	B 17.4	C 30.8	C 28.1
		B – 15.0			D – 39.1		C - 26.6		C – 28.6		
Year 2028 Total Projected Conditions	Weekday Morning Peak Hour	B 18.1	C 30.1	B 14.6	C 21.7	D 35.9	F 87.2	C 31.6	B 19.1	D 48.4	D 37.9
		C – 20.8			C – 30.8		D – 46.8		D – 44.8		
	Weekday Afternoon Peak Hour	C 24.6	C 24.8	A 4.8	B 15.9	E 57.7	F 99+	D 48.2	C 23.6	D 36.3	D 45.7
		B – 17.7			D – 50.6		E – 66.6		C – 34.4		
	Weekday Evening Peak Hour	B 18.5	C 25.0	A 2.9	B 17.6	D 51.7	C 27.9	C 29.9	B 18.6	C 32.2	C 30.7
		B – 15.6			D – 44.5		C – 29.3		C – 29.9		

Letter denotes Level of Service L – Left Turns R – Right Turns
Delay is measured in seconds. T – Through

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657

Table 9
CAPACITY ANALYSIS RESULTS – SHERMER ROAD WITH WILLOW ROAD – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Year 2022 Base Conditions	Weekday Morning Peak Hour	B 18.4	C 34.8	C 31.4	C 23.7	D 43.7	E 67.6	F 88.3	E 58.6	D 39.4
		C – 32.8		C – 24.2		E – 62.0		E – 75.1		
	Weekday Afternoon Peak Hour	D 40.6	C 24.3	B 15.30	C 30.6	E 56.2	E 71.3	F 99+	F 80.7	D 45.2
		C – 25.9		C – 29.6		E – 66.4		F – 99+		
	Weekday Evening Peak Hour	E 67.3	C 21.9	B 12.2	D 36.1	E 55.2	F 87.6	F 95.1	E 75.1	D 45.4
		C – 27.1		C – 35.0		E – 77.4		F – 83.7		
Year 2028 No-Build Conditions	Weekday Morning Peak Hour	C 20.0	D 37.5	C 31.8	C 24.4	D 43.7	E 68.8	F 97.1	E 58.9	D 41.8
		D – 35.4		C – 24.9		E – 63.0		E – 79.9		
	Weekday Afternoon Peak Hour	D 50.5	C 25.2	B 16.6	C 32.8	E 57.4	E 74.3	F 99+	F 82.6	D 48.2
		C – 27.7		C – 31.8		E – 68.9		F – 99+		
	Weekday Evening Peak Hour	E 74.6	C 22.4	B 12.6	D 38.5	E 56.7	F 92.2	F 99+	E 76.8	D 48.1
		C – 28.4		D – 37.3		F – 81.1		F – 89.2		
Year 2028 Total Projected Conditions	Weekday Morning Peak Hour	C 23.1	D 37.7	C 32.2	C 25.0	D 43.8	E 69.0	F 99+	E 60.6	D 47.4
		D – 35.8		C – 25.5		E – 63.2		F – 99+		
	Weekday Afternoon Peak Hour	E 65.0	C 25.2	B 16.7	C 34.4	E 58.6	E 75.8	F 99+	F 86.1	D 52.3
		C – 29.6		C - 33.4		E – 70.3		F – 99+		
	Weekday Evening Peak Hour	F 92.1	C 22.4	B 12.7	D 43.0	E 58.2	F 95.9	F 99+	F 80.2	D 54.1
		C – 31.7		D – 41.6		F – 84.3		F – 99+		

Letter denotes Level of Service L – Left Turns R – Right Turns
Delay is measured in seconds. T – Through

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657

Table 10
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Shermer Road with Woodlawn Road[1]						
• Eastbound Approach	C	16.9	C	18.1	C	16.1
• Westbound Approach	B	12.5	C	15.4	B	12.0
• Northbound Left Turn	A	9.5	A	9.1	A	8.9
• Southbound Left Turn	A	8.8	A	9.7	A	8.6
Shermer Road with Farnsworth Lane[1]						
• Eastbound Approach	C	23.6	F	73.2	C	21.6
• Westbound Approach	E	37.9	F	55.7	C	24.0
• Northbound Left Turn	A	9.8	A	9.2	A	8.9
• Southbound Left Turn	A	9.2	A	10.0	A	8.8
Western Avenue with Woodlawn Road[1]						
• Eastbound Approach	B	11.6	B	13.1	B	11.5
• Westbound Approach	B	11.1	B	11.7	A	9.8
• Northbound Left Turn	A	7.8	A	7.7	A	7.6
• Southbound Left Turn	A	7.5	A	7.9	A	7.6
Woodlawn Road with Penfold Place[2]						
• Northbound Approach	A	9.3	A	9.8	A	9.1
• Southbound Approach	A	9.4	A	9.7	A	9.3
• Eastbound Left Turn	A	7.3	A	7.4	A	7.3
• Westbound Left Turn	A	--	A	--	A	0.1

LOS = Level of Service
Delay is measured in seconds.
1 – Two-Way Stop Sign Control
2 – Yield Sign Control

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Table 11
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Shermer Road with Woodlawn Road[1]						
• Eastbound Approach	C	17.5	C	18.7	C	16.6
• Westbound Approach	B	12.8	C	15.9	B	12.2
• Northbound Left Turn	A	9.7	A	9.2	A	9.0
• Southbound Left Turn	A	8.9	A	9.8	A	8.7
Shermer Road with Farnsworth Lane[1]						
• Eastbound Approach	D	25.3	F	93.9	C	22.8
• Westbound Approach	E	42.6	F	60.9	D	25.2
• Northbound Left Turn	A	9.9	A	9.3	A	8.9
• Southbound Left Turn	A	9.3	B	10.1	A	8.9
Western Avenue with Woodlawn Road[1]						
• Eastbound Approach	B	11.7	B	13.3	B	11.6
• Westbound Approach	B	11.2	B	11.8	A	9.8
• Northbound Left Turn	A	7.8	A	7.7	A	7.6
• Southbound Left Turn	A	7.5	A	8.0	A	7.6
Woodlawn Road with Penfold Place[2]						
• Northbound Approach	A	9.3	A	9.9	A	9.2
• Southbound Approach	A	9.4	A	9.7	A	9.3
• Eastbound Left Turn	A	7.3	A	7.4	A	7.3
• Westbound Left Turn	A	--	A	--	A	7.2

LOS = Level of Service
Delay is measured in seconds.
1 – Two-Way Stop Sign Control
2 – Yield Sign Control

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Table 12
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Shermer Road with Woodlawn Road[1]						
• Eastbound Approach	C	18.9	C	20.8	C	18.6
• Westbound Approach	E	40.7	D	29.4	C	21.5
• Northbound Left Turn	A	9.7	A	9.2	A	9.0
• Southbound Left Turn	A	9.1	B	10.1	A	9.0
Shermer Road with Farnsworth Lane[1]						
• Eastbound Approach	D	34.4	F	99+	D	28.8
• Westbound Approach	F	62.9	F	84.2	D	32.8
• Northbound Left Turn	B	10.6	A	9.5	A	9.2
• Southbound Left Turn	A	9.6	B	10.5	A	9.3
Western Avenue with Woodlawn Road[1]						
• Eastbound Approach	B	11.9	B	13.5	B	11.8
• Westbound Approach	B	11.3	B	11.9	A	9.8
• Northbound Left Turn	A	7.8	A	7.7	A	7.6
• Southbound Left Turn	A	7.5	A	8.0	A	7.6
Woodlawn Road with Penfold Place[2]						
• Northbound Approach	A	9.3	A	9.9	A	9.2
• Southbound Approach	A	9.4	A	9.7	A	9.4
• Eastbound Left Turn	A	7.3	A	7.4	A	7.3
• Westbound Left Turn	A	--	A	--	A	7.3
Shermer Road with South Access Drive[1]						
• Westbound Approach	D	33.1	D	32.0	D	33.4
• Southbound Left Turn	A	8.7	A	9.7	A	9.2

LOS = Level of Service
Delay is measured in seconds.
1 – Two-Way Stop Sign Control
2 – Yield Sign Control

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Shermer Road with Walters Avenue

The results of the capacity analysis indicate that overall, this intersection currently operates at level of service (LOS) LOS B during the weekday morning peak hour, LOS A during the weekday afternoon peak hour, and at LOS B during the weekday evening peak hour. Under Year 2028 no-build and total projected conditions, this intersection overall is projected to continue operating at the same levels of service during the weekday morning, weekday afternoon, and weekday evening peak hours with increases in delay of less than one second. Furthermore, all the approaches are projected to continue operating at existing levels of service (LOS C or better) during the peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic signal modifications will be required.

Shermer Road with Techny Road

The results of the capacity analysis indicate that overall, this intersection currently operate at LOS C during the weekday morning and weekday evening peak hours and at LOS D during the weekday afternoon peak hour. It should be noted that northbound left-turning movements from Shermer Road onto Techny Road currently operate at LOS D during the weekday morning peak hour and at LOS F during the weekday afternoon peak hour. However, this level of service is primarily a result of the surge in traffic resulting from the arrival and dismissal periods for Glenbrook North High School.

Under Year 2028 no-build conditions, this intersection is projected to continue operating overall at LOS C during the weekday morning and weekday evening peak hours and at LOS D during the weekday afternoon peak hour with increases in delay of approximately four seconds or less. All of the approaches are projected to continue operating at existing levels of service with increases in delay of approximately five seconds or less, except for the northbound approach during the afternoon peak hour which is projected to operate at LOS E. Additionally, the northbound left-turn movement is projected to operate at LOS F during the weekday morning and weekday afternoon peak hours. As previously indicated, this level of service is primarily a result of the surge in traffic resulting from the arrival and dismissal periods for Glenbrook North High School.

Under Year 2028 total projected conditions this intersection overall is projected to operate at the acceptable LOS D during the weekday morning and weekday afternoon peak hours and at LOS C during the weekday evening peak hour, with increase in delay of approximately four seconds or less over no-build conditions, all of the approaches are projected to continue operating at no-build levels of service with increases in delay of approximately nine seconds or less, with the exception of the southbound approach which is projected to operate at the acceptable LOS D during the weekday morning peak hour.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

It should be noted that located approximately 1,520 feet east of Shermer Road on Techny Road is an at-grade railroad crossing of the Canadian Pacific Railway and the Metra – Milwaukee District North Line Railway. Based on available information of train activity by the Illinois Commerce Commission (ICC) prior to modified schedules as part of the COVID-19 pandemic, the Canadian Pacific Railroad tracks carries an average number of 24 freight trains per day. Additionally, Metra – Milwaukee District North Line railroad tracks, carried an average number of 74 passenger trains and 28 freight trains per day. Observations conducted at the intersection of Shermer Road with Techny Road during the peak periods during normal traffic and train schedule conditions indicated that eastbound traffic on Techny Road was observed to queue past Shermer Road during train events. However, these queues cleared within one to two green cycles following the train event.

While this intersection can experience some increased delays and queueing as a result in the surge of school traffic for Glenbrook North High School and during freight train events, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development based on the results of the capacity analyses.

Shermer Road with Willow Road

The results of the capacity analysis indicate that overall, this intersection currently operates at LOS D during the weekday morning, weekday afternoon, and weekday evening peak hours. It should be noted that the northbound and southbound approaches currently operate at LOS E/F during the peak hours. These levels of service are result of the long cycle length (150 to 160 seconds) and the limited amount of green time allocated to the northbound and southbound approaches (30-33% of the cycle length). Under Year 2028 no-build conditions, the intersection is projected to continue operating overall at LOS D during the peak hours with increases in delay of approximately three seconds or less. The northbound and southbound approaches are projected to continue operating at LOS E/F during the peak hours.

Under Year 2028 total projected conditions, the intersection overall is projected to continue operating at LOS D during the peak hours with increases in delay of approximately six seconds or less over no-build build conditions. The northbound and southbound approaches are projected to continue operating at LOS E/F during the peak hours and the eastbound left-turn movement is projected to operate at LOS E during the weekday afternoon peak hour and at LOS F during the weekday evening peak hour. However, the eastbound left-turn movement is projected to continue to have a volume to capacity ratio of less than 1.0.

Overall, the proposed development is only projected to increase the volume of traffic traversing this intersection by approximately three percent during the weekday morning and weekday evening peak hours and by approximately one percent during the weekday afternoon peak hour. As such, the intersection overall has sufficient capacity to accommodate the traffic estimated to be generated by the proposed development.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Shermer Road with Woodlawn Road

The results of the capacity analysis indicate that eastbound approach currently operate at LOS (Level of Service) C during weekday morning, weekday afternoon and weekday evening peak hours and northbound left-turn movements operate at LOS A during all three peak hours. Under Year 2028 no-build conditions the eastbound approach and northbound left-turn movement will continue to operate at the same existing level of services during all three peak hours with increases in delay of less than one second.

Under Year 2028 total projected conditions, eastbound approach is projected to continue operating at LOS C during all three peak hours with increases in delay of approximately two seconds. Outbound movements from the proposed access drive are projected to operate at LOS E during the weekday morning peak hour, LOS D during the weekday afternoon peak hour and at LOS C during the weekday evening peak hour. In addition, the northbound and southbound left-turn movements will continue to operate at LOS B or better during all three peak hours with increases in delay of less with 95th percentile queues of one to two vehicles which will continue to be accommodated with the left-turn lane storage provided along Shermer Road.

As such, the proposed development traffic will have a limited impact on the operations of the Woodlawn Road approach to Shermer Road, and the proposed access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

Shermer Road with Farnsworth Lane

The results of the capacity analysis indicate that the eastbound and westbound approaches currently operate at LOS C and LOS E during the weekday morning peak hour respectively, at LOS F during the weekday afternoon peak hour and at LOS C during the weekday evening peak hour. Northbound left-turn and southbound left-turn movements operate at LOS A during all three peak hours. It should be noted that the LOS F experienced during the weekday afternoon peak hour is expected for a local roadway that has an unsignalized intersection with a major roadway such as Shermer Road. Additionally, the results of the capacity analyses do not take into consideration the gaps created in the traffic stream by the traffic signals along Shermer Road at Walters Avenue and Techny Road. Furthermore, with a volume-to-capacity ratio of less than 1.0, it is anticipated that this approach is operating better than the results of the capacity analyses indicate.

Under Year 2028 no-build conditions the eastbound approach will operate at LOS D during the weekday morning peak hour with an increase in delay of less than three seconds and will continue to operate at the same existing level of services during both weekday afternoon and evening peak hours with increases in delay of twenty seconds and less than two seconds respectively. The westbound approach is projected to continue operating at LOS E during the weekday morning peak hour, LOS F during the weekday afternoon peak hour and at LOS D during the weekday evening peak hour. Northbound left-turn and southbound left-turn movements will continue to operate at LOS A during all three peak hours with increases in delay of less than one second except for the southbound left-turn movements that will be operating at LOS B with an increase in delay of less than one second.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Under Year 2028 total projected conditions, the eastbound approach will continue to operate at LOS D during the weekday morning peak hour with an increase in delay of approximately nine seconds. The westbound approach is projected to operate at LOS F during the weekday morning peak hour. Both eastbound and westbound approaches are projected to continue operating at LOS F during the weekday afternoon peak hour and LOS D during the weekday evening peak hour with increases in delay of less than six seconds and less than seven seconds respectively.

As previously indicated, the results of these analyses are expected for a local roadway that has an unsignalized intersection with a major roadway such as Shermer Road and the results of the capacity analyses do not take into consideration the gaps created in the traffic stream by the traffic signals along Shermer Road at Walters Avenue and Techny Road. Furthermore, with the eastbound and westbound approaches are projected to continue to have a volume-to-capacity ratio of less than 1.0, indicating that these approaches will continue to have sufficient capacity to accommodate the existing traffic volumes.

Northbound left-turn and southbound left-turn movements are projected to continue to operate at LOS B or better during the weekday morning peak hour with 95th percentile queues of one to two vehicles which can continue to be accommodated within the left-turn lane storage provided.

Woodlawn Road with Western Avenue

The results of the capacity analysis indicate that eastbound approach currently operates at LOS B during all three peak hours. The westbound approaches operate at LOS B during the weekday morning and weekday afternoon peak hours and operates at LOS A during the weekday evening peak hour.

Under Year 2028 no-build conditions all the approaches and movements are projected to continue at the same existing level of services during all three peak hours with increases in delay of less than one second.

Under Year 2028 total projected conditions, all the approaches and movements will continue to operate at the same level of services during all three peak hours with increases in delay of less than one second over the no-build conditions. As such, the development generated traffic will have a limited impact on the operations of this intersection.

Woodlawn Road with Penfold Place

The results of the capacity analysis indicate that all the approaches and movements currently operate at LOS A during the weekday morning, weekday afternoon and weekday evening peak hours. Under Year 2028 no-build conditions all the approaches and movements will continue to operate at LOS A during all three peak hours with increases in delay of less than one second except for westbound left-turn movements that will have an increase in delay of approximately seven seconds during the weekday evening peak hour.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Under Year 2028 total projected conditions, all the approaches and movements are projected to continue at LOS A during all three peak hours with increases in delay of less than one second over the no-build conditions. As such, the development generated traffic will have a limited impact on the operations of this intersection.

Shermer Road with South Site Access Drive

The results of the capacity analysis indicate that the westbound approach will operate at LOS D during the weekday morning, weekday afternoon and weekday evening peak hours while the southbound left-turn movements will operate at LOS A during all three peak hours. As such, this access drive is will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

Parking Evaluation

As proposed, parking for the luxury apartments will be provided via an approximately 440 space garage and 63 parallel parking spaces. Parking for the affordable housing building will be provided via a surface parking lot providing 62 parking spaces. Parking for the proposed restaurant will be provided via an approximately 51 space parking lot.

In order to determine the adequacy of the proposed parking supply, the average peak parking demand for the development was estimated based on information published in the ITE *Parking Generation Manual*, 5th Edition. The following summarizes the average peak parking demands for the three land-uses:

- Multifamily Housing Mid-Rise (Land-Use Code 221) buildings have an average peak parking demand of 1.31 parking spaces per unit on a weekday (Monday through Friday) and 1.22 parking spaces per unit on Saturday.

- Affordable Housing (Land-Use Code 223) developments have an average peak parking demand of 0.99 spaces per unit on a weekday (Monday through Friday) and 0.79 spaces per unit on Saturday.

- High-Turnover Sit-Down restaurants (Land-Use Code 932) have an average peak parking demand of 9.44 space per 1,000 square feet on a weekday (Monday through Thursday), 11.33 spaces per 1,000 square feet on Friday, and 12.28 spaces per 1,000 square-feet on Saturday.

As such and based on the above requirements, the proposed luxury apartment units are projected to have an average peak parking demand of 439 spaces occurring on a weekday, the affordable housing units are projected to have an average peak parking demand of 48 spaces occurring on a weekday, and the restaurant is projected to have an estimated peak parking demand of 80 spaces occurring on Saturday.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

As such, the proposed residential parking supply will be adequate in accommodating the estimated average peak parking demands for the residential units resulting in a surplus of at least 78 parking spaces.

For the proposed restaurant, during the weekday and on Saturday the estimated average peak parking demands will exceed the proposed parking spaces within the parking lot resulting in a deficit ranging between 10 to 29 spaces. However, this additional parking demand can be accommodated by the parallel parking spaces serving the luxury apartment building, of which 12 are located within close proximity of the restaurant. These parking spaces should be utilized by employees of the restaurant.

It should be noted that the parking demand, particularly for the proposed restaurant, is conservative as they do not take into consideration the proximity of nearby residential areas and other commercial land-uses, which may result in patrons walking nor does it take into account for the interaction that will occur with the future residents of the proposed development. In addition, the calculations were conducted utilizing the full 6,500 square feet which includes the rooftop patio area.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

6. Conclusion

Based on existing conditions and the traffic capacity analyses for the full buildout of the development, the findings and recommendations of this study are outlined below:

- The total volume of traffic that will be generated by the proposed development will be reduced due to internal capture, pass-by trips, and proximity to public transportation.

- The results of the capacity analyses indicated that the existing roadway system will generally have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed development.

- While the intersection of Shermer Road with Techny Road can experience some increased delays and queueing as a result in the surge of school traffic for Glenbrook North High School and during freight train events, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development based on the results of the capacity analyses.

- The proposed access system consisting of two full movement access drives off Shermer Road, consistent with existing conditions, will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided. Furthermore, southbound left-turning movements from Shermer Road onto the access drives will continue to be accommodated by the existing left-turn lanes on Shermer Road.

- The exiting movements onto Shermer Road at the access drive opposite Woodlawn Road will continue to be restricted to left and right turn movements only via the existing striping and added signage.

- The proposed 565 residential parking spaces and 51 restaurant parking spaces will be adequate in accommodating the estimated peak parking demand of the proposed development.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Summary Sheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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Count Name: Shermer Rd with Farnsworth Ln
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Data

Start Time	Farnsworth Ln Eastbound						Farnsworth Ln Westbound						Shermer Rd Northbound						Shermer Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	3	1	3	0	0	0	1	0	1	0	0	62	1	0	63	0	1	72	1	0	74	141
7:15 AM	0	2	0	5	0	7	0	0	0	2	0	2	0	3	83	0	0	86	0	3	120	0	0	123	218
7:30 AM	0	2	0	9	0	11	0	1	0	4	0	5	0	1	97	3	0	101	0	0	236	1	0	237	354
7:45 AM	0	2	0	15	3	17	0	2	0	2	0	4	0	8	154	4	0	166	0	4	217	1	0	222	409
Hourly Total	0	6	0	32	4	38	0	3	0	9	0	12	0	12	396	8	0	416	0	8	645	3	0	656	1122
8:00 AM	0	0	0	3	2	3	0	1	0	0	0	1	0	4	142	1	0	147	0	5	95	1	0	101	252
8:15 AM	0	1	0	11	0	12	0	2	0	1	0	3	0	12	98	2	0	112	0	0	90	2	0	92	219
8:30 AM	0	3	0	5	2	8	0	3	1	4	0	8	0	14	90	3	0	107	0	3	89	1	0	93	216
8:45 AM	0	3	0	5	1	8	0	0	0	1	0	1	0	0	64	5	0	69	0	3	91	1	0	95	173
Hourly Total	0	7	0	24	5	31	0	6	1	6	0	13	0	30	394	11	0	435	0	11	365	5	0	381	860
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	1	0	2	0	3	0	1	0	5	0	6	0	4	108	3	0	115	0	7	110	2	0	119	243
2:15 PM	0	2	0	6	0	8	0	2	0	6	0	8	0	3	97	3	0	103	0	6	101	6	0	113	232
2:30 PM	0	1	0	0	0	1	0	3	0	4	0	7	0	4	110	2	0	116	0	4	96	2	0	102	226
2:45 PM	0	2	1	2	1	5	0	3	0	3	0	6	0	2	106	3	0	111	0	5	128	5	0	138	260
Hourly Total	0	6	1	10	1	17	0	9	0	18	0	27	0	13	421	11	0	445	0	22	435	15	0	472	961
3:00 PM	0	6	0	4	0	10	0	5	1	3	0	9	0	5	120	5	0	130	0	6	150	2	0	158	307
3:15 PM	0	2	1	14	1	17	0	4	2	5	0	11	0	17	247	8	0	272	0	5	133	4	0	142	442
3:30 PM	0	8	1	4	2	13	0	2	1	3	0	6	0	10	210	4	1	224	0	6	125	4	0	135	378
3:45 PM	0	4	1	5	0	10	0	3	0	8	0	11	0	10	144	7	0	161	0	5	123	3	0	131	313
Hourly Total	0	20	3	27	3	50	0	14	4	19	0	37	0	42	721	24	1	787	0	22	531	13	0	566	1440
4:00 PM	0	1	1	2	2	4	0	8	0	5	0	13	0	6	117	2	0	125	0	3	103	1	0	107	249
4:15 PM	0	4	0	1	4	5	0	3	2	4	0	9	0	3	127	3	0	133	0	6	129	1	0	136	283
4:30 PM	0	6	0	7	1	13	0	2	1	2	0	5	0	2	136	0	0	138	0	6	159	5	0	170	326
4:45 PM	0	2	1	6	0	9	0	2	1	3	0	6	0	6	111	1	1	118	0	6	132	7	0	145	278
Hourly Total	0	13	2	16	7	31	0	15	4	14	0	33	0	17	491	6	1	514	0	21	523	14	0	558	1136
5:00 PM	0	1	0	5	2	6	0	4	1	8	0	13	0	5	167	0	0	172	0	3	141	2	0	146	337
5:15 PM	0	2	0	7	2	9	0	5	0	5	0	10	0	5	145	0	0	150	0	5	153	8	0	166	335
5:30 PM	0	2	1	5	0	8	0	4	1	1	0	6	0	4	154	0	0	158	0	5	121	2	0	128	300
5:45 PM	0	4	0	7	2	11	0	1	1	3	0	5	0	3	142	0	0	145	0	2	122	4	0	128	289
Hourly Total	0	9	1	24	6	34	0	14	3	17	0	34	0	17	608	0	0	625	0	15	537	16	0	568	1261
Grand Total	0	61	7	133	26	201	0	61	12	83	0	156	0	131	3031	60	2	3222	0	99	3036	66	0	3201	6780
Approach %	0.0	30.3	3.5	66.2	-	-	0.0	39.1	7.7	53.2	-	-	0.0	4.1	94.1	1.9	-	-	0.0	3.1	94.8	2.1	-	-	-
Total %	0.0	0.9	0.1	2.0	-	3.0	0.0	0.9	0.2	1.2	-	2.3	0.0	1.9	44.7	0.9	-	47.5	0.0	1.5	44.8	1.0	-	47.2	-
Lights	0	61	6	131	-	198	0	60	11	82	-	153	0	128	2928	57	-	3113	0	95	2905	64	-	3064	6528

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

% Lights	-	100.0	85.7	98.5	-	98.5	-	98.4	91.7	98.8	-	98.1	-	97.7	96.6	95.0	-	96.6	-	96.0	95.7	97.0	-	95.7	96.3
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	1	20	1	-	22	0	1	34	1	-	36	59
% Buses	-	0.0	14.3	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.8	0.7	1.7	-	0.7	-	1.0	1.1	1.5	-	1.1	0.9
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	2	52	1	-	55	0	2	74	0	-	76	132
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	1.6	0.0	0.0	-	0.6	-	1.5	1.7	1.7	-	1.7	-	2.0	2.4	0.0	-	2.4	1.9
Articulated Trucks	0	0	0	2	-	2	0	0	0	1	-	1	0	0	29	1	-	30	0	1	20	1	-	22	55
% Articulated Trucks	-	0.0	0.0	1.5	-	1.0	-	0.0	0.0	1.2	-	0.6	-	0.0	1.0	1.7	-	0.9	-	1.0	0.7	1.5	-	0.7	0.8
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	0	0	3	0	-	3	6
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	8.3	0.0	-	0.6	-	0.0	0.1	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	0.1
Pedestrians	-	-	-	-	26	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Shermer Rd with Farnsworth Ln
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Farnsworth Ln Eastbound						Farnsworth Ln Westbound						Shermer Rd Northbound						Shermer Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	2	0	9	0	11	0	1	0	4	0	5	0	1	97	3	0	101	0	0	236	1	0	237	354
7:45 AM	0	2	0	15	3	17	0	2	0	2	0	4	0	8	154	4	0	166	0	4	217	1	0	222	409
8:00 AM	0	0	0	3	2	3	0	1	0	0	0	1	0	4	142	1	0	147	0	5	95	1	0	101	252
8:15 AM	0	1	0	11	0	12	0	2	0	1	0	3	0	12	98	2	0	112	0	0	90	2	0	92	219
Total	0	5	0	38	5	43	0	6	0	7	0	13	0	25	491	10	0	526	0	9	638	5	0	652	1234
Approach %	0.0	11.6	0.0	88.4	-	-	0.0	46.2	0.0	53.8	-	-	0.0	4.8	93.3	1.9	-	-	0.0	1.4	97.9	0.8	-	-	-
Total %	0.0	0.4	0.0	3.1	-	3.5	0.0	0.5	0.0	0.6	-	1.1	0.0	2.0	39.8	0.8	-	42.6	0.0	0.7	51.7	0.4	-	52.8	-
PHF	0.000	0.625	0.000	0.633	-	0.632	0.000	0.750	0.000	0.438	-	0.650	0.000	0.521	0.797	0.625	-	0.792	0.000	0.450	0.676	0.625	-	0.688	0.754
Lights	0	5	0	37	-	42	0	6	0	7	-	13	0	25	454	9	-	488	0	8	619	4	-	631	1174
% Lights	-	100.0	-	97.4	-	97.7	-	100.0	-	100.0	-	100.0	-	100.0	92.5	90.0	-	92.8	-	88.9	97.0	80.0	-	96.8	95.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	6	0	-	6	0	1	5	1	-	7	13
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.2	0.0	-	1.1	-	11.1	0.8	20.0	-	1.1	1.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	18	0	-	18	0	0	7	0	-	7	25
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	3.7	0.0	-	3.4	-	0.0	1.1	0.0	-	1.1	2.0
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	13	1	-	14	0	0	6	0	-	6	21
% Articulated Trucks	-	0.0	-	2.6	-	2.3	-	0.0	-	0.0	-	0.0	-	0.0	2.6	10.0	-	2.7	-	0.0	0.9	0.0	-	0.9	1.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	0.1
Pedestrians	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Shermer Rd with Farnsworth Ln
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Farnsworth Ln Eastbound						Farnsworth Ln Westbound						Shermer Rd Northbound						Shermer Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	0	6	0	4	0	10	0	5	1	3	0	9	0	5	120	5	0	130	0	6	150	2	0	158	307
3:15 PM	0	2	1	14	1	17	0	4	2	5	0	11	0	17	247	8	0	272	0	5	133	4	0	142	442
3:30 PM	0	8	1	4	2	13	0	2	1	3	0	6	0	10	210	4	1	224	0	6	125	4	0	135	378
3:45 PM	0	4	1	5	0	10	0	3	0	8	0	11	0	10	144	7	0	161	0	5	123	3	0	131	313
Total	0	20	3	27	3	50	0	14	4	19	0	37	0	42	721	24	1	787	0	22	531	13	0	566	1440
Approach %	0.0	40.0	6.0	54.0	-	-	0.0	37.8	10.8	51.4	-	-	0.0	5.3	91.6	3.0	-	-	0.0	3.9	93.8	2.3	-	-	-
Total %	0.0	1.4	0.2	1.9	-	3.5	0.0	1.0	0.3	1.3	-	2.6	0.0	2.9	50.1	1.7	-	54.7	0.0	1.5	36.9	0.9	-	39.3	-
PHF	0.000	0.625	0.750	0.482	-	0.735	0.000	0.700	0.500	0.594	-	0.841	0.000	0.618	0.730	0.750	-	0.723	0.000	0.917	0.885	0.813	-	0.896	0.814
Lights	0	20	2	27	-	49	0	14	4	18	-	36	0	41	702	23	-	766	0	22	506	12	-	540	1391
% Lights	-	100.0	66.7	100.0	-	98.0	-	100.0	100.0	94.7	-	97.3	-	97.6	97.4	95.8	-	97.3	-	100.0	95.3	92.3	-	95.4	96.6
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	5	1	-	6	0	0	7	0	-	7	14
% Buses	-	0.0	33.3	0.0	-	2.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.7	4.2	-	0.8	-	0.0	1.3	0.0	-	1.2	1.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	7	0	-	8	0	0	12	0	-	12	20
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	2.4	1.0	0.0	-	1.0	-	0.0	2.3	0.0	-	2.1	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	6	0	-	6	0	0	6	1	-	7	14
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	5.3	-	2.7	-	0.0	0.8	0.0	-	0.8	-	0.0	1.1	7.7	-	1.2	1.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Shermer Rd with Farnsworth Ln
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Farnsworth Ln Eastbound						Farnsworth Ln Westbound						Shermer Rd Northbound						Shermer Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	6	0	7	1	13	0	2	1	2	0	5	0	2	136	0	0	138	0	6	159	5	0	170	326
4:45 PM	0	2	1	6	0	9	0	2	1	3	0	6	0	6	111	1	1	118	0	6	132	7	0	145	278
5:00 PM	0	1	0	5	2	6	0	4	1	8	0	13	0	5	167	0	0	172	0	3	141	2	0	146	337
5:15 PM	0	2	0	7	2	9	0	5	0	5	0	10	0	5	145	0	0	150	0	5	153	8	0	166	335
Total	0	11	1	25	5	37	0	13	3	18	0	34	0	18	559	1	1	578	0	20	585	22	0	627	1276
Approach %	0.0	29.7	2.7	67.6	-	-	0.0	38.2	8.8	52.9	-	-	0.0	3.1	96.7	0.2	-	-	0.0	3.2	93.3	3.5	-	-	-
Total %	0.0	0.9	0.1	2.0	-	2.9	0.0	1.0	0.2	1.4	-	2.7	0.0	1.4	43.8	0.1	-	45.3	0.0	1.6	45.8	1.7	-	49.1	-
PHF	0.000	0.458	0.250	0.893	-	0.712	0.000	0.650	0.750	0.563	-	0.654	0.000	0.750	0.837	0.250	-	0.840	0.000	0.833	0.920	0.688	-	0.922	0.947
Lights	0	11	1	25	-	37	0	13	3	18	-	34	0	18	554	1	-	573	0	19	577	22	-	618	1262
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	99.1	100.0	-	99.1	-	95.0	98.6	100.0	-	98.6	98.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	0.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	1	7	0	-	8	12
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.7	0.0	-	0.7	-	5.0	1.2	0.0	-	1.3	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Shermer Rd with Walters Ave
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Data

Start Time	Walters Ave Eastbound						Access Dr Westbound						Shermer Rd Northbound						Shermer Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	7	3	12	0	22	0	0	1	0	0	1	0	12	31	2	1	45	0	0	47	1	1	48	116
7:15 AM	0	3	15	32	1	50	0	4	3	1	1	8	0	11	53	5	0	69	0	1	83	9	9	93	220
7:30 AM	0	14	2	67	0	83	0	3	1	0	1	4	0	23	70	0	0	93	0	1	110	3	2	114	294
7:45 AM	0	22	19	64	0	105	0	0	2	2	0	4	0	26	58	0	1	84	0	3	96	12	5	111	304
Hourly Total	0	46	39	175	1	260	0	7	7	3	2	17	0	72	212	7	2	291	0	5	336	25	17	366	934
8:00 AM	0	36	5	20	4	61	0	0	0	2	1	2	0	23	109	3	2	135	0	1	82	19	1	102	300
8:15 AM	0	23	3	21	0	47	0	2	0	0	2	2	0	19	80	3	1	102	0	0	76	21	3	97	248
8:30 AM	0	14	1	26	1	41	0	0	1	0	0	1	0	16	72	1	0	89	0	2	56	17	1	75	206
8:45 AM	0	17	0	27	1	44	0	1	0	1	0	2	0	22	48	0	2	70	0	0	62	19	0	81	197
Hourly Total	0	90	9	94	6	193	0	3	1	3	3	7	0	80	309	7	5	396	0	3	276	76	5	355	951
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	3	1	26	1	30	0	0	0	0	2	0	0	22	75	0	0	97	0	0	87	20	0	107	234
2:15 PM	0	11	0	15	2	26	0	0	0	1	0	1	0	23	80	0	0	103	0	0	90	14	0	104	234
2:30 PM	0	16	1	15	0	32	0	0	0	3	0	3	0	25	79	1	0	105	0	1	79	21	0	101	241
2:45 PM	0	10	1	26	2	37	0	0	0	0	2	0	0	19	86	0	1	105	0	0	104	22	1	126	268
Hourly Total	0	40	3	82	5	125	0	0	0	4	4	4	0	89	320	1	1	410	0	1	360	77	1	438	977
3:00 PM	0	6	2	28	1	36	0	0	0	2	1	2	0	31	82	1	0	114	0	2	121	21	0	144	296
3:15 PM	0	16	5	35	1	56	0	4	3	1	0	8	0	58	143	0	2	201	0	0	94	20	1	114	379
3:30 PM	0	20	0	24	3	44	0	1	2	2	0	5	0	38	136	1	0	175	0	0	109	20	1	129	353
3:45 PM	0	12	0	26	2	38	0	0	1	0	0	1	0	23	108	0	1	131	0	0	100	35	0	135	305
Hourly Total	0	54	7	113	7	174	0	5	6	5	1	16	0	150	469	2	3	621	0	2	424	96	2	522	1333
4:00 PM	0	16	0	20	5	36	0	0	0	1	0	1	0	30	99	0	0	129	0	1	73	10	1	84	250
4:15 PM	0	19	1	35	2	55	0	0	0	0	0	0	0	17	59	0	0	76	0	0	94	18	0	112	243
4:30 PM	0	17	1	26	2	44	0	0	14	1	1	15	0	27	126	0	0	153	0	2	125	27	1	154	366
4:45 PM	0	17	2	24	2	43	0	0	0	0	1	0	0	18	95	0	1	113	0	3	104	26	3	133	289
Hourly Total	0	69	4	105	11	178	0	0	14	2	2	16	0	92	379	0	1	471	0	6	396	81	5	483	1148
5:00 PM	1	14	2	22	0	39	0	5	3	2	0	10	1	33	106	0	1	140	0	1	109	22	6	132	321
5:15 PM	0	25	0	33	5	58	0	2	7	2	2	11	0	42	105	0	0	147	0	0	92	29	3	121	337
5:30 PM	0	16	1	19	2	36	0	0	1	0	1	1	0	20	102	0	1	122	0	0	94	21	0	115	274
5:45 PM	0	16	0	24	3	40	0	3	2	1	6	6	0	22	82	0	1	104	0	2	85	19	6	106	256
Hourly Total	1	71	3	98	10	173	0	10	13	5	9	28	1	117	395	0	3	513	0	3	380	91	15	474	1188
Grand Total	1	370	65	667	40	1103	0	25	41	22	21	88	1	600	2084	17	15	2702	0	20	2172	446	45	2638	6531
Approach %	0.1	33.5	5.9	60.5	-	-	0.0	28.4	46.6	25.0	-	-	0.0	22.2	77.1	0.6	-	-	0.0	0.8	82.3	16.9	-	-	-
Total %	0.0	5.7	1.0	10.2	-	16.9	0.0	0.4	0.6	0.3	-	1.3	0.0	9.2	31.9	0.3	-	41.4	0.0	0.3	33.3	6.8	-	40.4	-
Lights	1	360	62	632	-	1055	0	25	41	22	-	88	1	586	2011	17	-	2615	0	20	2064	426	-	2510	6268

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

% Lights	100.0	97.3	95.4	94.8	-	95.6	-	100.0	100.0	100.0	-	100.0	100.0	97.7	96.5	100.0	-	96.8	-	100.0	95.0	95.5	-	95.1	96.0
Buses	0	4	0	14	-	18	0	0	0	0	-	0	0	4	10	0	-	14	0	0	19	3	-	22	54
% Buses	0.0	1.1	0.0	2.1	-	1.6	-	0.0	0.0	0.0	-	0.0	0.0	0.7	0.5	0.0	-	0.5	-	0.0	0.9	0.7	-	0.8	0.8
Single-Unit Trucks	0	2	0	11	-	13	0	0	0	0	-	0	0	9	42	0	-	51	0	0	69	7	-	76	140
% Single-Unit Trucks	0.0	0.5	0.0	1.6	-	1.2	-	0.0	0.0	0.0	-	0.0	0.0	1.5	2.0	0.0	-	1.9	-	0.0	3.2	1.6	-	2.9	2.1
Articulated Trucks	0	3	0	3	-	6	0	0	0	0	-	0	0	1	19	0	-	20	0	0	14	4	-	18	44
% Articulated Trucks	0.0	0.8	0.0	0.4	-	0.5	-	0.0	0.0	0.0	-	0.0	0.0	0.2	0.9	0.0	-	0.7	-	0.0	0.6	0.9	-	0.7	0.7
Bicycles on Road	0	1	3	7	-	11	0	0	0	0	-	0	0	0	2	0	-	2	0	0	6	6	-	12	25
% Bicycles on Road	0.0	0.3	4.6	1.0	-	1.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.3	1.3	-	0.5	0.4
Pedestrians	-	-	-	-	40	-	-	-	-	-	21	-	-	-	-	-	15	-	-	-	-	-	45	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Shermer Rd with Walters Ave
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Walters Ave Eastbound						Access Dr Westbound						Shermer Rd Northbound						Shermer Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	14	2	67	0	83	0	3	1	0	1	4	0	23	70	0	0	93	0	1	110	3	2	114	294
7:45 AM	0	22	19	64	0	105	0	0	2	2	0	4	0	26	58	0	1	84	0	3	96	12	5	111	304
8:00 AM	0	36	5	20	4	61	0	0	0	2	1	2	0	23	109	3	2	135	0	1	82	19	1	102	300
8:15 AM	0	23	3	21	0	47	0	2	0	0	2	2	0	19	80	3	1	102	0	0	76	21	3	97	248
Total	0	95	29	172	4	296	0	5	3	4	4	12	0	91	317	6	4	414	0	5	364	55	11	424	1146
Approach %	0.0	32.1	9.8	58.1	-	-	0.0	41.7	25.0	33.3	-	-	0.0	22.0	76.6	1.4	-	-	0.0	1.2	85.8	13.0	-	-	-
Total %	0.0	8.3	2.5	15.0	-	25.8	0.0	0.4	0.3	0.3	-	1.0	0.0	7.9	27.7	0.5	-	36.1	0.0	0.4	31.8	4.8	-	37.0	-
PHF	0.000	0.660	0.382	0.642	-	0.705	0.000	0.417	0.375	0.500	-	0.750	0.000	0.875	0.727	0.500	-	0.767	0.000	0.417	0.827	0.655	-	0.930	0.942
Lights	0	93	27	166	-	286	0	5	3	4	-	12	0	88	293	6	-	387	0	5	349	52	-	406	1091
% Lights	-	97.9	93.1	96.5	-	96.6	-	100.0	100.0	100.0	-	100.0	-	96.7	92.4	100.0	-	93.5	-	100.0	95.9	94.5	-	95.8	95.2
Buses	0	1	0	5	-	6	0	0	0	0	-	0	0	1	3	0	-	4	0	0	2	0	-	2	12
% Buses	-	1.1	0.0	2.9	-	2.0	-	0.0	0.0	0.0	-	0.0	-	1.1	0.9	0.0	-	1.0	-	0.0	0.5	0.0	-	0.5	1.0
Single-Unit Trucks	0	1	0	1	-	2	0	0	0	0	-	0	0	2	16	0	-	18	0	0	9	1	-	10	30
% Single-Unit Trucks	-	1.1	0.0	0.6	-	0.7	-	0.0	0.0	0.0	-	0.0	-	2.2	5.0	0.0	-	4.3	-	0.0	2.5	1.8	-	2.4	2.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	5	0	0	3	1	-	4	9
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.6	0.0	-	1.2	-	0.0	0.8	1.8	-	0.9	0.8
Bicycles on Road	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	1	-	2	4
% Bicycles on Road	-	0.0	6.9	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	1.8	-	0.5	0.3
Pedestrians	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Shermer Rd with Walters Ave
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Walters Ave Eastbound						Access Dr Westbound						Shermer Rd Northbound						Shermer Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	0	6	2	28	1	36	0	0	0	2	1	2	0	31	82	1	0	114	0	2	121	21	0	144	296
3:15 PM	0	16	5	35	1	56	0	4	3	1	0	8	0	58	143	0	2	201	0	0	94	20	1	114	379
3:30 PM	0	20	0	24	3	44	0	1	2	2	0	5	0	38	136	1	0	175	0	0	109	20	1	129	353
3:45 PM	0	12	0	26	2	38	0	0	1	0	0	1	0	23	108	0	1	131	0	0	100	35	0	135	305
Total	0	54	7	113	7	174	0	5	6	5	1	16	0	150	469	2	3	621	0	2	424	96	2	522	1333
Approach %	0.0	31.0	4.0	64.9	-	-	0.0	31.3	37.5	31.3	-	-	0.0	24.2	75.5	0.3	-	-	0.0	0.4	81.2	18.4	-	-	-
Total %	0.0	4.1	0.5	8.5	-	13.1	0.0	0.4	0.5	0.4	-	1.2	0.0	11.3	35.2	0.2	-	46.6	0.0	0.2	31.8	7.2	-	39.2	-
PHF	0.000	0.675	0.350	0.807	-	0.777	0.000	0.313	0.500	0.625	-	0.500	0.000	0.647	0.820	0.500	-	0.772	0.000	0.250	0.876	0.686	-	0.906	0.879
Lights	0	53	7	109	-	169	0	5	6	5	-	16	0	146	458	2	-	606	0	2	400	93	-	495	1286
% Lights	-	98.1	100.0	96.5	-	97.1	-	100.0	100.0	100.0	-	100.0	-	97.3	97.7	100.0	-	97.6	-	100.0	94.3	96.9	-	94.8	96.5
Buses	0	1	0	1	-	2	0	0	0	0	-	0	0	2	1	0	-	3	0	0	6	1	-	7	12
% Buses	-	1.9	0.0	0.9	-	1.1	-	0.0	0.0	0.0	-	0.0	-	1.3	0.2	0.0	-	0.5	-	0.0	1.4	1.0	-	1.3	0.9
Single-Unit Trucks	0	0	0	2	-	2	0	0	0	0	-	0	0	2	3	0	-	5	0	0	12	1	-	13	20
% Single-Unit Trucks	-	0.0	0.0	1.8	-	1.1	-	0.0	0.0	0.0	-	0.0	-	1.3	0.6	0.0	-	0.8	-	0.0	2.8	1.0	-	2.5	1.5
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	7	0	-	7	0	0	6	1	-	7	15
% Articulated Trucks	-	0.0	0.0	0.9	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	1.5	0.0	-	1.1	-	0.0	1.4	1.0	-	1.3	1.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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Count Name: Shermer Rd with Walters Ave
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Walters Ave Eastbound						Access Dr Westbound						Shermer Rd Northbound						Shermer Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	17	1	26	2	44	0	0	14	1	1	15	0	27	126	0	0	153	0	2	125	27	1	154	366
4:45 PM	0	17	2	24	2	43	0	0	0	0	1	0	0	18	95	0	1	113	0	3	104	26	3	133	289
5:00 PM	1	14	2	22	0	39	0	5	3	2	0	10	1	33	106	0	1	140	0	1	109	22	6	132	321
5:15 PM	0	25	0	33	5	58	0	2	7	2	2	11	0	42	105	0	0	147	0	0	92	29	3	121	337
Total	1	73	5	105	9	184	0	7	24	5	4	36	1	120	432	0	2	553	0	6	430	104	13	540	1313
Approach %	0.5	39.7	2.7	57.1	-	-	0.0	19.4	66.7	13.9	-	-	0.2	21.7	78.1	0.0	-	-	0.0	1.1	79.6	19.3	-	-	-
Total %	0.1	5.6	0.4	8.0	-	14.0	0.0	0.5	1.8	0.4	-	2.7	0.1	9.1	32.9	0.0	-	42.1	0.0	0.5	32.7	7.9	-	41.1	-
PHF	0.250	0.730	0.625	0.795	-	0.793	0.000	0.350	0.429	0.625	-	0.600	0.250	0.714	0.857	0.000	-	0.904	0.000	0.500	0.860	0.897	-	0.877	0.897
Lights	1	73	5	101	-	180	0	7	24	5	-	36	1	120	427	0	-	548	0	6	420	102	-	528	1292
% Lights	100.0	100.0	100.0	96.2	-	97.8	-	100.0	100.0	100.0	-	100.0	100.0	100.0	98.8	-	-	99.1	-	100.0	97.7	98.1	-	97.8	98.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Buses	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	-	-	0.2	-	0.0	0.2	0.0	-	0.2	0.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	6	0	-	6	8
% Single-Unit Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.5	-	-	0.4	-	0.0	1.4	0.0	-	1.1	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	-	-	0.2	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	4	-	4	0	0	0	0	-	0	0	0	1	0	-	1	0	0	3	2	-	5	10
% Bicycles on Road	0.0	0.0	0.0	3.8	-	2.2	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	-	-	0.2	-	0.0	0.7	1.9	-	0.9	0.8
Pedestrians	-	-	-	-	9	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Shermer Rd with Willow Rd TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Data

Start Time	Willow Rd Eastbound						Willow Rd Westbound						Shermer Rd Northbound						Shermer Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	55	322	17	0	394	0	16	151	51	0	218	0	20	26	6	0	52	0	33	26	13	0	72	736
7:15 AM	0	54	405	21	0	480	0	12	161	43	0	216	0	21	40	28	0	89	0	48	25	17	0	90	875
7:30 AM	0	55	355	20	0	430	0	12	155	50	0	217	0	18	52	11	0	81	0	59	29	21	0	109	837
7:45 AM	0	57	393	26	0	476	0	18	180	60	0	258	0	27	40	13	0	80	0	82	26	31	0	139	953
Hourly Total	0	221	1475	84	0	1780	0	58	647	204	0	909	0	86	158	58	0	302	0	222	106	82	0	410	3401
8:00 AM	0	65	378	21	0	464	0	18	145	57	0	220	0	17	50	10	0	77	0	75	36	22	0	133	894
8:15 AM	0	43	372	28	0	443	0	19	153	54	1	226	0	12	51	18	0	81	1	75	35	33	0	144	894
8:30 AM	1	40	408	19	0	468	1	15	193	54	0	263	0	31	47	12	0	90	0	82	41	30	0	153	974
8:45 AM	0	48	370	19	1	437	0	18	157	43	0	218	0	17	36	21	0	74	0	83	45	15	0	143	872
Hourly Total	1	196	1528	87	1	1812	1	70	648	208	1	927	0	77	184	61	0	322	1	315	157	100	0	573	3634
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	23	210	19	0	252	3	20	242	92	1	357	0	20	32	23	0	75	0	76	32	37	0	145	829
2:15 PM	0	25	205	29	0	259	0	19	244	66	0	329	0	19	35	10	0	64	0	95	38	27	0	160	812
2:30 PM	0	33	216	21	0	270	1	31	247	83	0	362	0	28	42	24	0	94	0	70	45	26	0	141	867
2:45 PM	0	32	209	17	0	258	0	23	230	68	0	321	0	36	43	17	1	96	0	86	47	30	0	163	838
Hourly Total	0	113	840	86	0	1039	4	93	963	309	1	1369	0	103	152	74	1	329	0	327	162	120	0	609	3346
3:00 PM	0	45	251	19	0	315	2	29	229	102	0	362	0	28	41	23	0	92	0	76	45	31	0	152	921
3:15 PM	0	30	277	35	0	342	1	17	249	74	0	341	0	33	36	30	3	99	0	93	44	52	0	189	971
3:30 PM	0	31	311	27	0	369	2	22	292	73	1	389	0	31	38	16	1	85	0	94	49	47	0	190	1033
3:45 PM	0	31	284	24	0	339	1	21	342	60	1	424	0	29	48	22	0	99	0	70	65	57	0	192	1054
Hourly Total	0	137	1123	105	0	1365	6	89	1112	309	2	1516	0	121	163	91	4	375	0	333	203	187	0	723	3979
4:00 PM	0	33	273	30	2	336	3	24	348	72	1	447	0	34	37	18	0	89	0	80	54	46	0	180	1052
4:15 PM	0	36	285	26	0	347	0	15	359	68	0	442	0	23	42	19	0	84	0	69	60	38	0	167	1040
4:30 PM	0	39	233	23	0	295	0	25	331	60	0	416	0	40	45	23	0	108	0	82	54	55	0	191	1010
4:45 PM	0	42	245	30	0	317	0	23	337	65	0	425	0	28	47	11	0	86	0	61	49	28	0	138	966
Hourly Total	0	150	1036	109	2	1295	3	87	1375	265	1	1730	0	125	171	71	0	367	0	292	217	167	0	676	4068
5:00 PM	0	32	266	24	1	322	0	16	330	61	0	407	0	36	62	26	0	124	0	79	58	39	0	176	1029
5:15 PM	0	30	262	22	0	314	1	16	324	86	1	427	0	32	64	18	0	114	0	75	63	46	1	184	1039
5:30 PM	0	46	300	34	0	380	0	23	310	86	0	419	0	31	50	24	0	105	0	59	36	27	2	122	1026
5:45 PM	0	48	314	21	0	383	0	41	255	74	0	370	0	22	53	22	0	97	0	58	49	29	0	136	986
Hourly Total	0	156	1142	101	1	1399	1	96	1219	307	1	1623	0	121	229	90	0	440	0	271	206	141	3	618	4080
Grand Total	1	973	7144	572	4	8690	15	493	5964	1602	6	8074	0	633	1057	445	5	2135	1	1760	1051	797	3	3609	22508
Approach %	0.0	11.2	82.2	6.6	-	-	0.2	6.1	73.9	19.8	-	-	0.0	29.6	49.5	20.8	-	-	0.0	48.8	29.1	22.1	-	-	-
Total %	0.0	4.3	31.7	2.5	-	38.6	0.1	2.2	26.5	7.1	-	35.9	0.0	2.8	4.7	2.0	-	9.5	0.0	7.8	4.7	3.5	-	16.0	-
Lights	1	894	6895	517	-	8307	15	468	5760	1482	-	7725	0	582	992	411	-	1985	1	1651	986	730	-	3368	21385

% Lights	100.0	91.9	96.5	90.4	-	95.6	100.0	94.9	96.6	92.5	-	95.7	-	91.9	93.9	92.4	-	93.0	100.0	93.8	93.8	91.6	-	93.3	95.0
Buses	0	8	32	2	-	42	0	2	21	31	-	54	0	2	2	2	-	6	0	36	3	5	-	44	146
% Buses	0.0	0.8	0.4	0.3	-	0.5	0.0	0.4	0.4	1.9	-	0.7	-	0.3	0.2	0.4	-	0.3	0.0	2.0	0.3	0.6	-	1.2	0.6
Single-Unit Trucks	0	38	133	22	-	193	0	15	102	75	-	192	0	27	43	23	-	93	0	62	48	32	-	142	620
% Single-Unit Trucks	0.0	3.9	1.9	3.8	-	2.2	0.0	3.0	1.7	4.7	-	2.4	-	4.3	4.1	5.2	-	4.4	0.0	3.5	4.6	4.0	-	3.9	2.8
Articulated Trucks	0	33	84	31	-	148	0	8	80	13	-	101	0	22	16	9	-	47	0	11	14	29	-	54	350
% Articulated Trucks	0.0	3.4	1.2	5.4	-	1.7	0.0	1.6	1.3	0.8	-	1.3	-	3.5	1.5	2.0	-	2.2	0.0	0.6	1.3	3.6	-	1.5	1.6
Bicycles on Road	0	0	0	0	-	0	0	0	1	1	-	2	0	0	4	0	-	4	0	0	0	1	-	1	7
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.1	-	0.0	-	0.0	0.4	0.0	-	0.2	0.0	0.0	0.0	0.1	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	5	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Shermer Rd with Willow Rd TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Willow Rd Eastbound						Willow Rd Westbound						Shermer Rd Northbound						Shermer Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	55	355	20	0	430	0	12	155	50	0	217	0	18	52	11	0	81	0	59	29	21	0	109	837
7:45 AM	0	57	393	26	0	476	0	18	180	60	0	258	0	27	40	13	0	80	0	82	26	31	0	139	953
8:00 AM	0	65	378	21	0	464	0	18	145	57	0	220	0	17	50	10	0	77	0	75	36	22	0	133	894
8:15 AM	0	43	372	28	0	443	0	19	153	54	1	226	0	12	51	18	0	81	1	75	35	33	0	144	894
Total	0	220	1498	95	0	1813	0	67	633	221	1	921	0	74	193	52	0	319	1	291	126	107	0	525	3578
Approach %	0.0	12.1	82.6	5.2	-	-	0.0	7.3	68.7	24.0	-	-	0.0	23.2	60.5	16.3	-	-	0.2	55.4	24.0	20.4	-	-	-
Total %	0.0	6.1	41.9	2.7	-	50.7	0.0	1.9	17.7	6.2	-	25.7	0.0	2.1	5.4	1.5	-	8.9	0.0	8.1	3.5	3.0	-	14.7	-
PHF	0.000	0.846	0.953	0.848	-	0.952	0.000	0.882	0.879	0.921	-	0.892	0.000	0.685	0.928	0.722	-	0.985	0.250	0.887	0.875	0.811	-	0.911	0.939
Lights	0	196	1426	87	-	1709	0	65	600	199	-	864	0	59	179	47	-	285	1	267	115	93	-	476	3334
% Lights	-	89.1	95.2	91.6	-	94.3	-	97.0	94.8	90.0	-	93.8	-	79.7	92.7	90.4	-	89.3	100.0	91.8	91.3	86.9	-	90.7	93.2
Buses	0	2	7	0	-	9	0	0	3	3	-	6	0	1	0	0	-	1	0	6	0	2	-	8	24
% Buses	-	0.9	0.5	0.0	-	0.5	-	0.0	0.5	1.4	-	0.7	-	1.4	0.0	0.0	-	0.3	0.0	2.1	0.0	1.9	-	1.5	0.7
Single-Unit Trucks	0	9	48	1	-	58	0	2	18	16	-	36	0	6	11	3	-	20	0	16	9	7	-	32	146
% Single-Unit Trucks	-	4.1	3.2	1.1	-	3.2	-	3.0	2.8	7.2	-	3.9	-	8.1	5.7	5.8	-	6.3	0.0	5.5	7.1	6.5	-	6.1	4.1
Articulated Trucks	0	13	17	7	-	37	0	0	12	3	-	15	0	8	3	2	-	13	0	2	2	5	-	9	74
% Articulated Trucks	-	5.9	1.1	7.4	-	2.0	-	0.0	1.9	1.4	-	1.6	-	10.8	1.6	3.8	-	4.1	0.0	0.7	1.6	4.7	-	1.7	2.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

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(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Shermer Rd with Willow Rd TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Willow Rd Eastbound						Willow Rd Westbound						Shermer Rd Northbound						Shermer Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	45	251	19	0	315	2	29	229	102	0	362	0	28	41	23	0	92	0	76	45	31	0	152	921
3:15 PM	0	30	277	35	0	342	1	17	249	74	0	341	0	33	36	30	3	99	0	93	44	52	0	189	971
3:30 PM	0	31	311	27	0	369	2	22	292	73	1	389	0	31	38	16	1	85	0	94	49	47	0	190	1033
3:45 PM	0	31	284	24	0	339	1	21	342	60	1	424	0	29	48	22	0	99	0	70	65	57	0	192	1054
Total	0	137	1123	105	0	1365	6	89	1112	309	2	1516	0	121	163	91	4	375	0	333	203	187	0	723	3979
Approach %	0.0	10.0	82.3	7.7	-	-	0.4	5.9	73.4	20.4	-	-	0.0	32.3	43.5	24.3	-	-	0.0	46.1	28.1	25.9	-	-	-
Total %	0.0	3.4	28.2	2.6	-	34.3	0.2	2.2	27.9	7.8	-	38.1	0.0	3.0	4.1	2.3	-	9.4	0.0	8.4	5.1	4.7	-	18.2	-
PHF	0.000	0.761	0.903	0.750	-	0.925	0.750	0.767	0.813	0.757	-	0.894	0.000	0.917	0.849	0.758	-	0.947	0.000	0.886	0.781	0.820	-	0.941	0.944
Lights	0	128	1078	96	-	1302	6	83	1073	294	-	1456	0	113	155	84	-	352	0	320	192	179	-	691	3801
% Lights	-	93.4	96.0	91.4	-	95.4	100.0	93.3	96.5	95.1	-	96.0	-	93.4	95.1	92.3	-	93.9	-	96.1	94.6	95.7	-	95.6	95.5
Buses	0	2	6	1	-	9	0	0	2	3	-	5	0	1	2	0	-	3	0	7	1	1	-	9	26
% Buses	-	1.5	0.5	1.0	-	0.7	0.0	0.0	0.2	1.0	-	0.3	-	0.8	1.2	0.0	-	0.8	-	2.1	0.5	0.5	-	1.2	0.7
Single-Unit Trucks	0	3	23	5	-	31	0	4	24	12	-	40	0	6	5	5	-	16	0	5	8	4	-	17	104
% Single-Unit Trucks	-	2.2	2.0	4.8	-	2.3	0.0	4.5	2.2	3.9	-	2.6	-	5.0	3.1	5.5	-	4.3	-	1.5	3.9	2.1	-	2.4	2.6
Articulated Trucks	0	4	16	3	-	23	0	2	13	0	-	15	0	1	1	2	-	4	0	1	2	3	-	6	48
% Articulated Trucks	-	2.9	1.4	2.9	-	1.7	0.0	2.2	1.2	0.0	-	1.0	-	0.8	0.6	2.2	-	1.1	-	0.3	1.0	1.6	-	0.8	1.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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Count Name: Shermer Rd with Willow Rd TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Willow Rd Eastbound						Willow Rd Westbound						Shermer Rd Northbound						Shermer Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	39	233	23	0	295	0	25	331	60	0	416	0	40	45	23	0	108	0	82	54	55	0	191	1010
4:45 PM	0	42	245	30	0	317	0	23	337	65	0	425	0	28	47	11	0	86	0	61	49	28	0	138	966
5:00 PM	0	32	266	24	1	322	0	16	330	61	0	407	0	36	62	26	0	124	0	79	58	39	0	176	1029
5:15 PM	0	30	262	22	0	314	1	16	324	86	1	427	0	32	64	18	0	114	0	75	63	46	1	184	1039
Total	0	143	1006	99	1	1248	1	80	1322	272	1	1675	0	136	218	78	0	432	0	297	224	168	1	689	4044
Approach %	0.0	11.5	80.6	7.9	-	-	0.1	4.8	78.9	16.2	-	-	0.0	31.5	50.5	18.1	-	-	0.0	43.1	32.5	24.4	-	-	-
Total %	0.0	3.5	24.9	2.4	-	30.9	0.0	2.0	32.7	6.7	-	41.4	0.0	3.4	5.4	1.9	-	10.7	0.0	7.3	5.5	4.2	-	17.0	-
PHF	0.000	0.851	0.945	0.825	-	0.969	0.250	0.800	0.981	0.791	-	0.981	0.000	0.850	0.852	0.750	-	0.871	0.000	0.905	0.889	0.764	-	0.902	0.973
Lights	0	132	977	94	-	1203	1	76	1297	256	-	1630	0	132	208	78	-	418	0	288	222	163	-	673	3924
% Lights	-	92.3	97.1	94.9	-	96.4	100.0	95.0	98.1	94.1	-	97.3	-	97.1	95.4	100.0	-	96.8	-	97.0	99.1	97.0	-	97.7	97.0
Buses	0	1	5	1	-	7	0	0	1	2	-	3	0	0	0	0	-	0	0	2	0	0	-	2	12
% Buses	-	0.7	0.5	1.0	-	0.6	0.0	0.0	0.1	0.7	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.7	0.0	0.0	-	0.3	0.3
Single-Unit Trucks	0	9	11	2	-	22	0	3	13	12	-	28	0	3	6	0	-	9	0	4	2	1	-	7	66
% Single-Unit Trucks	-	6.3	1.1	2.0	-	1.8	0.0	3.8	1.0	4.4	-	1.7	-	2.2	2.8	0.0	-	2.1	-	1.3	0.9	0.6	-	1.0	1.6
Articulated Trucks	0	1	13	2	-	16	0	1	10	1	-	12	0	1	4	0	-	5	0	3	0	4	-	7	40
% Articulated Trucks	-	0.7	1.3	2.0	-	1.3	0.0	1.3	0.8	0.4	-	0.7	-	0.7	1.8	0.0	-	1.2	-	1.0	0.0	2.4	-	1.0	1.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.4	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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Count Name: Shermer Rd with Woodlawn Rd
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Data

Start Time	Woodlawn Rd Eastbound						Access Rd Westbound						Shermer Rd Northbound						Shermer Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	2	0	2	0	4	0	0	0	0	1	0	0	0	64	1	0	65	0	1	75	2	0	78	147
7:15 AM	0	4	0	6	1	10	0	1	0	0	0	1	0	1	88	0	0	89	0	0	112	5	0	117	217
7:30 AM	0	3	0	11	0	14	0	0	0	0	0	0	0	3	104	0	0	107	0	1	241	1	0	243	364
7:45 AM	0	0	0	6	2	6	0	0	0	0	2	0	0	7	160	0	0	167	0	0	208	1	0	209	382
Hourly Total	0	9	0	25	3	34	0	1	0	0	3	1	0	11	416	1	0	428	0	2	636	9	0	647	1110
8:00 AM	0	0	0	5	3	5	0	0	0	1	1	1	0	7	130	2	0	139	0	0	87	1	0	88	233
8:15 AM	0	0	0	9	0	9	0	0	0	0	0	0	0	3	97	0	0	100	0	0	90	2	0	92	201
8:30 AM	0	2	0	4	2	6	0	0	0	1	0	1	0	5	89	0	0	94	0	2	87	1	0	90	191
8:45 AM	0	1	0	5	0	6	0	0	0	0	0	0	0	2	72	0	0	74	0	0	87	1	0	88	168
Hourly Total	0	3	0	23	5	26	0	0	0	2	1	2	0	17	388	2	0	407	0	2	351	5	0	358	793
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	2	0	1	0	3	0	0	0	0	1	0	0	1	117	0	0	118	0	2	123	3	1	128	249
2:15 PM	0	0	0	5	0	5	0	1	0	0	0	1	0	7	91	0	0	98	0	0	103	1	0	104	208
2:30 PM	0	3	0	5	1	8	0	0	0	0	0	0	0	3	117	0	0	120	0	0	98	1	0	99	227
2:45 PM	0	2	0	5	1	7	0	0	0	1	0	1	0	5	101	1	0	107	0	1	131	2	0	134	249
Hourly Total	0	7	0	16	2	23	0	1	0	1	1	2	0	16	426	1	0	443	0	3	455	7	1	465	933
3:00 PM	0	2	1	5	0	8	0	0	0	0	3	0	0	4	127	0	0	131	0	0	159	3	0	162	301
3:15 PM	0	2	0	11	1	13	0	0	0	0	0	0	0	11	258	0	0	269	0	0	126	4	0	130	412
3:30 PM	0	1	0	3	1	4	0	0	0	1	1	1	0	16	201	0	0	217	0	2	137	3	0	142	364
3:45 PM	0	3	0	4	1	7	0	0	0	0	1	0	0	4	141	0	0	145	0	0	121	3	0	124	276
Hourly Total	0	8	1	23	3	32	0	0	0	1	5	1	0	35	727	0	0	762	0	2	543	13	0	558	1353
4:00 PM	0	1	0	4	4	5	0	0	0	0	1	0	0	5	122	0	0	127	0	0	103	3	0	106	238
4:15 PM	0	1	0	1	2	2	0	0	0	1	1	1	0	3	125	0	0	128	0	1	137	1	0	139	270
4:30 PM	0	1	0	5	2	6	0	0	0	1	1	1	0	2	144	0	0	146	0	0	164	3	0	167	320
4:45 PM	0	4	0	1	2	5	0	0	0	0	1	0	0	5	120	0	0	125	0	0	148	3	0	151	281
Hourly Total	0	7	0	11	10	18	0	0	0	2	4	2	0	15	511	0	0	526	0	1	552	10	0	563	1109
5:00 PM	0	1	0	2	1	3	0	0	0	0	2	0	0	10	157	1	0	168	0	1	146	2	0	149	320
5:15 PM	0	3	0	2	7	5	0	0	0	0	1	0	0	3	146	0	0	149	0	0	161	1	1	162	316
5:30 PM	0	2	0	4	2	6	0	0	0	0	0	0	0	5	145	0	0	150	0	0	122	2	0	124	280
5:45 PM	0	2	0	1	4	3	0	0	0	1	0	1	0	2	139	2	0	143	0	0	123	2	0	125	272
Hourly Total	0	8	0	9	14	17	0	0	0	1	3	1	0	20	587	3	0	610	0	1	552	7	1	560	1188
Grand Total	0	42	1	107	37	150	0	2	0	7	17	9	0	114	3055	7	0	3176	0	11	3089	51	2	3151	6486
Approach %	0.0	28.0	0.7	71.3	-	-	0.0	22.2	0.0	77.8	-	-	0.0	3.6	96.2	0.2	-	-	0.0	0.3	98.0	1.6	-	-	-
Total %	0.0	0.6	0.0	1.6	-	2.3	0.0	0.0	0.0	0.1	-	0.1	0.0	1.8	47.1	0.1	-	49.0	0.0	0.2	47.6	0.8	-	48.6	-
Lights	0	38	0	103	-	141	0	0	0	7	-	7	0	112	2955	5	-	3072	0	9	2962	51	-	3022	6242

% Lights	-	90.5	0.0	96.3	-	94.0	-	0.0	-	100.0	-	77.8	-	98.2	96.7	71.4	-	96.7	-	81.8	95.9	100.0	-	95.9	96.2
Buses	0	1	0	3	-	4	0	0	0	0	-	0	0	2	18	1	-	21	0	0	38	0	-	38	63
% Buses	-	2.4	0.0	2.8	-	2.7	-	0.0	-	0.0	-	0.0	-	1.8	0.6	14.3	-	0.7	-	0.0	1.2	0.0	-	1.2	1.0
Single-Unit Trucks	0	2	0	0	-	2	0	1	0	0	-	1	0	0	50	0	-	50	0	2	69	0	-	71	124
% Single-Unit Trucks	-	4.8	0.0	0.0	-	1.3	-	50.0	-	0.0	-	11.1	-	0.0	1.6	0.0	-	1.6	-	18.2	2.2	0.0	-	2.3	1.9
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	30	1	-	31	0	0	17	0	-	17	49
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	50.0	-	0.0	-	11.1	-	0.0	1.0	14.3	-	1.0	-	0.0	0.6	0.0	-	0.5	0.8
Bicycles on Road	0	1	1	1	-	3	0	0	0	0	-	0	0	0	2	0	-	2	0	0	3	0	-	3	8
% Bicycles on Road	-	2.4	100.0	0.9	-	2.0	-	0.0	-	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	0.1
Pedestrians	-	-	-	-	37	-	-	-	-	-	17	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Shermer Rd with Woodlawn Rd
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Woodlawn Rd Eastbound						Access Rd Westbound						Shermer Rd Northbound						Shermer Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	3	0	11	0	14	0	0	0	0	0	0	0	3	104	0	0	107	0	1	241	1	0	243	364
7:45 AM	0	0	0	6	2	6	0	0	0	0	2	0	0	7	160	0	0	167	0	0	208	1	0	209	382
8:00 AM	0	0	0	5	3	5	0	0	0	1	1	1	0	7	130	2	0	139	0	0	87	1	0	88	233
8:15 AM	0	0	0	9	0	9	0	0	0	0	0	0	0	3	97	0	0	100	0	0	90	2	0	92	201
Total	0	3	0	31	5	34	0	0	0	1	3	1	0	20	491	2	0	513	0	1	626	5	0	632	1180
Approach %	0.0	8.8	0.0	91.2	-	-	0.0	0.0	0.0	100.0	-	-	0.0	3.9	95.7	0.4	-	-	0.0	0.2	99.1	0.8	-	-	-
Total %	0.0	0.3	0.0	2.6	-	2.9	0.0	0.0	0.0	0.1	-	0.1	0.0	1.7	41.6	0.2	-	43.5	0.0	0.1	53.1	0.4	-	53.6	-
PHF	0.000	0.250	0.000	0.705	-	0.607	0.000	0.000	0.000	0.250	-	0.250	0.000	0.714	0.767	0.250	-	0.768	0.000	0.250	0.649	0.625	-	0.650	0.772
Lights	0	2	0	30	-	32	0	0	0	1	-	1	0	20	456	1	-	477	0	1	609	5	-	615	1125
% Lights	-	66.7	-	96.8	-	94.1	-	-	-	100.0	-	100.0	-	100.0	92.9	50.0	-	93.0	-	100.0	97.3	100.0	-	97.3	95.3
Buses	0	0	0	1	-	1	0	0	0	0	-	0	0	0	5	1	-	6	0	0	6	0	-	6	13
% Buses	-	0.0	-	3.2	-	2.9	-	-	-	0.0	-	0.0	-	0.0	1.0	50.0	-	1.2	-	0.0	1.0	0.0	-	0.9	1.1
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	18	0	-	18	0	0	7	0	-	7	26
% Single-Unit Trucks	-	33.3	-	0.0	-	2.9	-	-	-	0.0	-	0.0	-	0.0	3.7	0.0	-	3.5	-	0.0	1.1	0.0	-	1.1	2.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	12	0	-	12	0	0	3	0	-	3	15
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	2.4	0.0	-	2.3	-	0.0	0.5	0.0	-	0.5	1.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	0.1
Pedestrians	-	-	-	-	5	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Shermer Rd with Woodlawn Rd
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Woodlawn Rd Eastbound						Access Rd Westbound						Shermer Rd Northbound						Shermer Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	2	1	5	0	8	0	0	0	0	3	0	0	4	127	0	0	131	0	0	159	3	0	162	301
3:15 PM	0	2	0	11	1	13	0	0	0	0	0	0	0	11	258	0	0	269	0	0	126	4	0	130	412
3:30 PM	0	1	0	3	1	4	0	0	0	1	1	1	0	16	201	0	0	217	0	2	137	3	0	142	364
3:45 PM	0	3	0	4	1	7	0	0	0	0	1	0	0	4	141	0	0	145	0	0	121	3	0	124	276
Total	0	8	1	23	3	32	0	0	0	1	5	1	0	35	727	0	0	762	0	2	543	13	0	558	1353
Approach %	0.0	25.0	3.1	71.9	-	-	0.0	0.0	0.0	100.0	-	-	0.0	4.6	95.4	0.0	-	-	0.0	0.4	97.3	2.3	-	-	-
Total %	0.0	0.6	0.1	1.7	-	2.4	0.0	0.0	0.0	0.1	-	0.1	0.0	2.6	53.7	0.0	-	56.3	0.0	0.1	40.1	1.0	-	41.2	-
PHF	0.000	0.667	0.250	0.523	-	0.615	0.000	0.000	0.000	0.250	-	0.250	0.000	0.547	0.704	0.000	-	0.708	0.000	0.250	0.854	0.813	-	0.861	0.821
Lights	0	6	0	22	-	28	0	0	0	1	-	1	0	35	708	0	-	743	0	2	519	13	-	534	1306
% Lights	-	75.0	0.0	95.7	-	87.5	-	-	-	100.0	-	100.0	-	100.0	97.4	-	-	97.5	-	100.0	95.6	100.0	-	95.7	96.5
Buses	0	1	0	1	-	2	0	0	0	0	-	0	0	0	4	0	-	4	0	0	10	0	-	10	16
% Buses	-	12.5	0.0	4.3	-	6.3	-	-	-	0.0	-	0.0	-	0.0	0.6	-	-	0.5	-	0.0	1.8	0.0	-	1.8	1.2
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	7	0	-	7	0	0	11	0	-	11	19
% Single-Unit Trucks	-	12.5	0.0	0.0	-	3.1	-	-	-	0.0	-	0.0	-	0.0	1.0	-	-	0.9	-	0.0	2.0	0.0	-	2.0	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	7	0	-	7	0	0	3	0	-	3	10
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	1.0	-	-	0.9	-	0.0	0.6	0.0	-	0.5	0.7
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	100.0	0.0	-	3.1	-	-	-	0.0	-	0.0	-	0.0	0.1	-	-	0.1	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Shermer Rd with Woodlawn Rd
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Woodlawn Rd Eastbound						Access Rd Westbound						Shermer Rd Northbound						Shermer Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	1	0	5	2	6	0	0	0	1	1	1	0	2	144	0	0	146	0	0	164	3	0	167	320
4:45 PM	0	4	0	1	2	5	0	0	0	0	1	0	0	5	120	0	0	125	0	0	148	3	0	151	281
5:00 PM	0	1	0	2	1	3	0	0	0	0	2	0	0	10	157	1	0	168	0	1	146	2	0	149	320
5:15 PM	0	3	0	2	7	5	0	0	0	0	1	0	0	3	146	0	0	149	0	0	161	1	1	162	316
Total	0	9	0	10	12	19	0	0	0	1	5	1	0	20	567	1	0	588	0	1	619	9	1	629	1237
Approach %	0.0	47.4	0.0	52.6	-	-	0.0	0.0	0.0	100.0	-	-	0.0	3.4	96.4	0.2	-	-	0.0	0.2	98.4	1.4	-	-	-
Total %	0.0	0.7	0.0	0.8	-	1.5	0.0	0.0	0.0	0.1	-	0.1	0.0	1.6	45.8	0.1	-	47.5	0.0	0.1	50.0	0.7	-	50.8	-
PHF	0.000	0.563	0.000	0.500	-	0.792	0.000	0.000	0.000	0.250	-	0.250	0.000	0.500	0.903	0.250	-	0.875	0.000	0.250	0.944	0.750	-	0.942	0.966
Lights	0	8	0	10	-	18	0	0	0	1	-	1	0	20	563	1	-	584	0	1	607	9	-	617	1220
% Lights	-	88.9	-	100.0	-	94.7	-	-	-	100.0	-	100.0	-	100.0	99.3	100.0	-	99.3	-	100.0	98.1	100.0	-	98.1	98.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Buses	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.0	0.2	0.0	-	0.2	0.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	8	0	-	8	10
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	-	0.0	1.3	0.0	-	1.3	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	3	0	-	3	4
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.0	0.5	0.0	-	0.5	0.3
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	11.1	-	0.0	-	5.3	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	12	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Techny+and+Shermer TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Data

Start Time	Techny Rd Eastbound						Techny Rd Westbound						Shermer Rd Northbound						Shermer Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	22	31	47	0	100	0	11	19	10	1	40	0	23	38	13	0	74	0	8	62	11	0	81	295
7:15 AM	0	21	46	47	0	114	0	17	26	13	0	56	0	36	51	14	0	101	0	18	94	19	0	131	402
7:30 AM	0	13	47	73	0	133	0	36	32	8	0	76	0	43	95	19	0	157	0	21	195	13	0	229	595
7:45 AM	0	28	53	98	0	179	0	57	41	14	0	112	0	61	147	28	0	236	0	23	218	18	0	259	786
Hourly Total	0	84	177	265	0	526	0	121	118	45	1	284	0	163	331	74	0	568	0	70	569	61	0	700	2078
8:00 AM	0	29	55	47	0	131	0	13	34	18	0	65	0	47	111	24	0	182	0	31	78	10	0	119	497
8:15 AM	0	21	61	67	0	149	0	11	34	25	0	70	0	58	76	13	0	147	0	14	86	22	1	122	488
8:30 AM	0	20	67	61	0	148	0	2	40	23	0	65	0	57	68	23	2	148	0	21	67	22	0	110	471
8:45 AM	0	15	38	42	0	95	0	6	34	18	0	58	1	32	55	16	0	104	0	15	61	12	0	88	345
Hourly Total	0	85	221	217	0	523	0	32	142	84	0	258	1	194	310	76	2	581	0	81	292	66	1	439	1801
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	13	48	40	0	101	0	9	55	17	0	81	0	50	89	18	0	157	0	16	76	21	0	113	452
2:15 PM	0	14	40	27	0	81	0	12	50	17	0	79	0	66	66	14	0	146	0	10	82	17	0	109	415
2:30 PM	0	12	23	30	0	65	0	11	52	24	0	87	0	69	90	10	0	169	0	14	69	22	0	105	426
2:45 PM	0	18	36	35	1	89	0	5	60	11	0	76	0	58	83	13	0	154	0	16	94	25	0	135	454
Hourly Total	0	57	147	132	1	336	0	37	217	69	0	323	0	243	328	55	0	626	0	56	321	85	0	462	1747
3:00 PM	0	27	31	40	0	98	0	10	86	21	0	117	0	67	76	11	0	154	0	15	112	31	0	158	527
3:15 PM	0	48	58	60	1	166	0	24	53	34	0	111	0	58	213	58	0	329	0	30	130	23	0	183	789
3:30 PM	0	46	73	58	1	177	0	20	42	28	0	90	0	71	160	53	0	284	0	27	95	17	0	139	690
3:45 PM	0	24	53	44	2	121	0	26	90	29	0	145	0	74	99	25	0	198	0	19	89	19	1	127	591
Hourly Total	0	145	215	202	4	562	0	80	271	112	0	463	0	270	548	147	0	965	0	91	426	90	1	607	2597
4:00 PM	0	20	29	43	1	92	0	16	82	25	0	123	0	60	92	26	1	178	0	21	73	30	2	124	517
4:15 PM	0	28	51	56	4	135	0	33	82	26	0	141	0	32	75	17	1	124	0	15	94	24	0	133	533
4:30 PM	0	21	42	44	1	107	0	45	69	24	0	138	0	52	94	26	0	172	0	28	113	22	0	163	580
4:45 PM	0	20	47	45	0	112	0	27	99	20	0	146	0	42	86	11	2	139	0	20	103	32	0	155	552
Hourly Total	0	89	169	188	6	446	0	121	332	95	0	548	0	186	347	80	4	613	0	84	383	108	2	575	2182
5:00 PM	0	23	65	34	3	122	0	22	94	37	0	153	0	44	102	17	0	163	0	32	100	42	3	174	612
5:15 PM	0	21	48	52	0	121	0	38	104	36	0	178	0	65	87	17	0	169	0	29	100	30	0	159	627
5:30 PM	0	16	55	27	0	98	0	20	88	19	0	127	0	59	113	28	0	200	0	32	84	25	0	141	566
5:45 PM	0	26	45	38	1	109	0	21	69	17	0	107	0	55	100	18	0	173	0	25	83	19	0	127	516
Hourly Total	0	86	213	151	4	450	0	101	355	109	0	565	0	223	402	80	0	705	0	118	367	116	3	601	2321
Grand Total	0	546	1142	1155	15	2843	0	492	1435	514	1	2441	1	1279	2266	512	6	4058	0	500	2358	526	7	3384	12726
Approach %	0.0	19.2	40.2	40.6	-	-	0.0	20.2	58.8	21.1	-	-	0.0	31.5	55.8	12.6	-	-	0.0	14.8	69.7	15.5	-	-	-
Total %	0.0	4.3	9.0	9.1	-	22.3	0.0	3.9	11.3	4.0	-	19.2	0.0	10.1	17.8	4.0	-	31.9	0.0	3.9	18.5	4.1	-	26.6	-
Lights	0	533	1125	1069	-	2727	0	449	1392	498	-	2339	1	1177	2178	479	-	3835	0	491	2246	504	-	3241	12142

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

% Lights	-	97.6	98.5	92.6	-	95.9	-	91.3	97.0	96.9	-	95.8	100.0	92.0	96.1	93.6	-	94.5	-	98.2	95.3	95.8	-	95.8	95.4
Buses	0	3	3	45	-	51	0	1	6	3	-	10	0	42	21	3	-	66	0	1	33	2	-	36	163
% Buses	-	0.5	0.3	3.9	-	1.8	-	0.2	0.4	0.6	-	0.4	0.0	3.3	0.9	0.6	-	1.6	-	0.2	1.4	0.4	-	1.1	1.3
Single-Unit Trucks	0	10	7	28	-	45	0	33	15	5	-	53	0	31	41	24	-	96	0	6	62	16	-	84	278
% Single-Unit Trucks	-	1.8	0.6	2.4	-	1.6	-	6.7	1.0	1.0	-	2.2	0.0	2.4	1.8	4.7	-	2.4	-	1.2	2.6	3.0	-	2.5	2.2
Articulated Trucks	0	0	6	13	-	19	0	7	14	6	-	27	0	29	24	3	-	56	0	2	15	3	-	20	122
% Articulated Trucks	-	0.0	0.5	1.1	-	0.7	-	1.4	1.0	1.2	-	1.1	0.0	2.3	1.1	0.6	-	1.4	-	0.4	0.6	0.6	-	0.6	1.0
Bicycles on Road	0	0	1	0	-	1	0	2	8	2	-	12	0	0	2	3	-	5	0	0	2	1	-	3	21
% Bicycles on Road	-	0.0	0.1	0.0	-	0.0	-	0.4	0.6	0.4	-	0.5	0.0	0.0	0.1	0.6	-	0.1	-	0.0	0.1	0.2	-	0.1	0.2
Pedestrians	-	-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Techny+and+Shermer TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Techny Rd Eastbound						Techny Rd Westbound						Shermer Rd Northbound						Shermer Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	13	47	73	0	133	0	36	32	8	0	76	0	43	95	19	0	157	0	21	195	13	0	229	595
7:45 AM	0	28	53	98	0	179	0	57	41	14	0	112	0	61	147	28	0	236	0	23	218	18	0	259	786
8:00 AM	0	29	55	47	0	131	0	13	34	18	0	65	0	47	111	24	0	182	0	31	78	10	0	119	497
8:15 AM	0	21	61	67	0	149	0	11	34	25	0	70	0	58	76	13	0	147	0	14	86	22	1	122	488
Total	0	91	216	285	0	592	0	117	141	65	0	323	0	209	429	84	0	722	0	89	577	63	1	729	2366
Approach %	0.0	15.4	36.5	48.1	-	-	0.0	36.2	43.7	20.1	-	-	0.0	28.9	59.4	11.6	-	-	0.0	12.2	79.1	8.6	-	-	-
Total %	0.0	3.8	9.1	12.0	-	25.0	0.0	4.9	6.0	2.7	-	13.7	0.0	8.8	18.1	3.6	-	30.5	0.0	3.8	24.4	2.7	-	30.8	-
PHF	0.000	0.784	0.885	0.727	-	0.827	0.000	0.513	0.860	0.650	-	0.721	0.000	0.857	0.730	0.750	-	0.765	0.000	0.718	0.662	0.716	-	0.704	0.753
Lights	0	89	212	267	-	568	0	108	133	62	-	303	0	193	398	77	-	668	0	87	561	60	-	708	2247
% Lights	-	97.8	98.1	93.7	-	95.9	-	92.3	94.3	95.4	-	93.8	-	92.3	92.8	91.7	-	92.5	-	97.8	97.2	95.2	-	97.1	95.0
Buses	0	1	1	8	-	10	0	0	1	2	-	3	0	2	4	1	-	7	0	0	5	2	-	7	27
% Buses	-	1.1	0.5	2.8	-	1.7	-	0.0	0.7	3.1	-	0.9	-	1.0	0.9	1.2	-	1.0	-	0.0	0.9	3.2	-	1.0	1.1
Single-Unit Trucks	0	1	0	9	-	10	0	5	1	0	-	6	0	8	16	5	-	29	0	1	7	0	-	8	53
% Single-Unit Trucks	-	1.1	0.0	3.2	-	1.7	-	4.3	0.7	0.0	-	1.9	-	3.8	3.7	6.0	-	4.0	-	1.1	1.2	0.0	-	1.1	2.2
Articulated Trucks	0	0	3	1	-	4	0	3	4	1	-	8	0	6	11	1	-	18	0	1	3	1	-	5	35
% Articulated Trucks	-	0.0	1.4	0.4	-	0.7	-	2.6	2.8	1.5	-	2.5	-	2.9	2.6	1.2	-	2.5	-	1.1	0.5	1.6	-	0.7	1.5
Bicycles on Road	0	0	0	0	-	0	0	1	2	0	-	3	0	0	0	0	-	0	0	0	1	0	-	1	4
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.9	1.4	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.1	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Techny+and+Shermer TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Techny Rd Eastbound						Techny Rd Westbound						Shermer Rd Northbound						Shermer Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	0	27	31	40	0	98	0	10	86	21	0	117	0	67	76	11	0	154	0	15	112	31	0	158	527
3:15 PM	0	48	58	60	1	166	0	24	53	34	0	111	0	58	213	58	0	329	0	30	130	23	0	183	789
3:30 PM	0	46	73	58	1	177	0	20	42	28	0	90	0	71	160	53	0	284	0	27	95	17	0	139	690
3:45 PM	0	24	53	44	2	121	0	26	90	29	0	145	0	74	99	25	0	198	0	19	89	19	1	127	591
Total	0	145	215	202	4	562	0	80	271	112	0	463	0	270	548	147	0	965	0	91	426	90	1	607	2597
Approach %	0.0	25.8	38.3	35.9	-	-	0.0	17.3	58.5	24.2	-	-	0.0	28.0	56.8	15.2	-	-	0.0	15.0	70.2	14.8	-	-	-
Total %	0.0	5.6	8.3	7.8	-	21.6	0.0	3.1	10.4	4.3	-	17.8	0.0	10.4	21.1	5.7	-	37.2	0.0	3.5	16.4	3.5	-	23.4	-
PHF	0.000	0.755	0.736	0.842	-	0.794	0.000	0.769	0.753	0.824	-	0.798	0.000	0.912	0.643	0.634	-	0.733	0.000	0.758	0.819	0.726	-	0.829	0.823
Lights	0	141	214	197	-	552	0	77	258	111	-	446	0	256	534	139	-	929	0	90	409	87	-	586	2513
% Lights	-	97.2	99.5	97.5	-	98.2	-	96.3	95.2	99.1	-	96.3	-	94.8	97.4	94.6	-	96.3	-	98.9	96.0	96.7	-	96.5	96.8
Buses	0	1	1	3	-	5	0	1	5	0	-	6	0	2	5	0	-	7	0	1	5	0	-	6	24
% Buses	-	0.7	0.5	1.5	-	0.9	-	1.3	1.8	0.0	-	1.3	-	0.7	0.9	0.0	-	0.7	-	1.1	1.2	0.0	-	1.0	0.9
Single-Unit Trucks	0	3	0	1	-	4	0	2	4	1	-	7	0	5	5	7	-	17	0	0	9	3	-	12	40
% Single-Unit Trucks	-	2.1	0.0	0.5	-	0.7	-	2.5	1.5	0.9	-	1.5	-	1.9	0.9	4.8	-	1.8	-	0.0	2.1	3.3	-	2.0	1.5
Articulated Trucks	0	0	0	1	-	1	0	0	2	0	-	2	0	7	3	0	-	10	0	0	3	0	-	3	16
% Articulated Trucks	-	0.0	0.0	0.5	-	0.2	-	0.0	0.7	0.0	-	0.4	-	2.6	0.5	0.0	-	1.0	-	0.0	0.7	0.0	-	0.5	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	1	-	2	0	0	0	0	-	0	4
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.7	0.0	-	0.4	-	0.0	0.2	0.7	-	0.2	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Techny+and+Shermer TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Techny Rd Eastbound						Techny Rd Westbound						Shermer Rd Northbound						Shermer Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	21	42	44	1	107	0	45	69	24	0	138	0	52	94	26	0	172	0	28	113	22	0	163	580
4:45 PM	0	20	47	45	0	112	0	27	99	20	0	146	0	42	86	11	2	139	0	20	103	32	0	155	552
5:00 PM	0	23	65	34	3	122	0	22	94	37	0	153	0	44	102	17	0	163	0	32	100	42	3	174	612
5:15 PM	0	21	48	52	0	121	0	38	104	36	0	178	0	65	87	17	0	169	0	29	100	30	0	159	627
Total	0	85	202	175	4	462	0	132	366	117	0	615	0	203	369	71	2	643	0	109	416	126	3	651	2371
Approach %	0.0	18.4	43.7	37.9	-	-	0.0	21.5	59.5	19.0	-	-	0.0	31.6	57.4	11.0	-	-	0.0	16.7	63.9	19.4	-	-	-
Total %	0.0	3.6	8.5	7.4	-	19.5	0.0	5.6	15.4	4.9	-	25.9	0.0	8.6	15.6	3.0	-	27.1	0.0	4.6	17.5	5.3	-	27.5	-
PHF	0.000	0.924	0.777	0.841	-	0.947	0.000	0.733	0.880	0.791	-	0.864	0.000	0.781	0.904	0.683	-	0.935	0.000	0.852	0.920	0.750	-	0.935	0.945
Lights	0	84	202	160	-	446	0	117	359	116	-	592	0	197	366	67	-	630	0	106	409	123	-	638	2306
% Lights	-	98.8	100.0	91.4	-	96.5	-	88.6	98.1	99.1	-	96.3	-	97.0	99.2	94.4	-	98.0	-	97.2	98.3	97.6	-	98.0	97.3
Buses	0	0	0	7	-	7	0	0	0	0	-	0	0	1	1	0	-	2	0	0	1	0	-	1	10
% Buses	-	0.0	0.0	4.0	-	1.5	-	0.0	0.0	0.0	-	0.0	-	0.5	0.3	0.0	-	0.3	-	0.0	0.2	0.0	-	0.2	0.4
Single-Unit Trucks	0	1	0	4	-	5	0	15	1	1	-	17	0	3	1	3	-	7	0	3	5	3	-	11	40
% Single-Unit Trucks	-	1.2	0.0	2.3	-	1.1	-	11.4	0.3	0.9	-	2.8	-	1.5	0.3	4.2	-	1.1	-	2.8	1.2	2.4	-	1.7	1.7
Articulated Trucks	0	0	0	4	-	4	0	0	2	0	-	2	0	2	1	1	-	4	0	0	1	0	-	1	11
% Articulated Trucks	-	0.0	0.0	2.3	-	0.9	-	0.0	0.5	0.0	-	0.3	-	1.0	0.3	1.4	-	0.6	-	0.0	0.2	0.0	-	0.2	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	4
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	1.1	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Woodlawn Rd with Penfold Pl
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Data

Start Time	Woodlawn Rd Eastbound						Woodlawn Rd Westbound						Penfold Pl Northbound						Penfold Pl Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	3	0	0	3	0	1	2	1	0	4	0	0	1	1	0	2	0	0	0	0	1	0	9
7:15 AM	0	2	10	1	0	13	0	0	5	0	1	5	0	0	3	0	0	3	0	1	0	0	0	1	22
7:30 AM	0	1	11	0	0	12	0	0	2	1	0	3	0	0	2	1	1	3	0	4	4	0	1	8	26
7:45 AM	0	0	3	1	2	4	0	0	6	0	3	6	0	0	3	1	0	4	0	0	1	0	1	1	15
Hourly Total	0	3	27	2	2	32	0	1	15	2	4	18	0	0	9	3	1	12	0	5	5	0	3	10	72
8:00 AM	0	1	3	1	1	5	0	0	4	0	0	4	0	0	2	0	0	2	0	0	3	0	0	3	14
8:15 AM	0	0	6	0	2	6	0	0	6	0	0	6	0	0	1	0	0	1	0	0	0	0	1	0	13
8:30 AM	0	0	5	1	1	6	0	0	10	0	0	10	0	1	2	0	0	3	0	1	2	1	4	4	23
8:45 AM	0	1	4	1	0	6	0	0	2	0	0	2	0	0	2	0	2	2	0	2	1	0	1	3	13
Hourly Total	0	2	18	3	4	23	0	0	22	0	0	22	0	1	7	0	2	8	0	3	6	1	6	10	63
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	3	0	3	3	0	0	3	0	0	3	0	0	2	0	1	2	0	0	0	1	0	1	9
2:15 PM	0	0	2	0	1	2	0	1	8	0	0	9	0	0	4	0	1	4	0	1	1	2	0	4	19
2:30 PM	0	0	7	1	2	8	0	0	4	1	0	5	0	0	2	0	0	2	0	0	3	1	0	4	19
2:45 PM	0	0	3	1	0	4	0	0	7	1	0	8	0	0	1	1	0	2	0	0	2	0	0	2	16
Hourly Total	0	0	15	2	6	17	0	1	22	2	0	25	0	0	9	1	2	10	0	1	6	4	0	11	63
3:00 PM	0	0	5	1	0	6	0	0	3	2	0	5	0	1	3	1	0	5	0	0	3	0	0	3	19
3:15 PM	0	2	12	2	0	16	0	0	14	0	1	14	0	6	8	3	2	17	0	1	4	2	0	7	54
3:30 PM	0	0	2	0	0	2	0	0	10	4	2	14	0	3	4	1	0	8	0	0	0	1	0	1	25
3:45 PM	0	0	6	0	0	6	0	0	11	0	0	11	0	0	1	0	0	1	0	0	0	0	0	0	18
Hourly Total	0	2	25	3	0	30	0	0	38	6	3	44	0	10	16	5	2	31	0	1	7	3	0	11	116
4:00 PM	0	1	4	0	1	5	0	0	4	2	0	6	0	2	1	1	0	4	0	0	1	1	0	2	17
4:15 PM	0	0	4	0	0	4	0	0	4	0	2	4	0	1	2	1	0	4	0	0	0	0	0	0	12
4:30 PM	0	0	4	0	0	4	0	1	3	1	2	5	0	0	0	0	0	0	0	1	2	0	0	3	12
4:45 PM	0	0	4	0	0	4	0	0	4	0	1	4	0	1	1	0	0	2	0	0	1	0	0	1	11
Hourly Total	0	1	16	0	1	17	0	1	15	3	5	19	0	4	4	2	0	10	0	1	4	1	0	6	52
5:00 PM	0	1	2	0	0	3	0	0	12	0	0	12	0	1	2	1	0	4	0	0	3	1	0	4	23
5:15 PM	0	0	4	0	0	4	0	0	3	1	1	4	0	2	1	0	0	3	0	0	2	0	0	2	13
5:30 PM	0	0	5	0	0	5	0	1	5	0	1	6	0	0	2	0	1	2	0	1	7	2	0	10	23
5:45 PM	0	1	3	0	1	4	0	1	4	1	0	6	0	0	3	0	0	3	0	1	1	0	0	2	15
Hourly Total	0	2	14	0	1	16	0	2	24	2	2	28	0	3	8	1	1	12	0	2	13	3	0	18	74
Grand Total	0	10	115	10	14	135	0	5	136	15	14	156	0	18	53	12	8	83	0	13	41	12	9	66	440
Approach %	0.0	7.4	85.2	7.4	-	-	0.0	3.2	87.2	9.6	-	-	0.0	21.7	63.9	14.5	-	-	0.0	19.7	62.1	18.2	-	-	-
Total %	0.0	2.3	26.1	2.3	-	30.7	0.0	1.1	30.9	3.4	-	35.5	0.0	4.1	12.0	2.7	-	18.9	0.0	3.0	9.3	2.7	-	15.0	-
Lights	0	10	108	10	-	128	0	5	133	14	-	152	0	17	48	10	-	75	0	9	34	10	-	53	408

% Lights	-	100.0	93.9	100.0	-	94.8	-	100.0	97.8	93.3	-	97.4	-	94.4	90.6	83.3	-	90.4	-	69.2	82.9	83.3	-	80.3	92.7
Buses	0	0	4	0	-	4	0	0	3	0	-	3	0	0	1	0	-	1	0	0	1	0	-	1	9
% Buses	-	0.0	3.5	0.0	-	3.0	-	0.0	2.2	0.0	-	1.9	-	0.0	1.9	0.0	-	1.2	-	0.0	2.4	0.0	-	1.5	2.0
Single-Unit Trucks	0	0	2	0	-	2	0	0	0	0	-	0	0	1	1	0	-	2	0	0	0	0	-	0	4
% Single-Unit Trucks	-	0.0	1.7	0.0	-	1.5	-	0.0	0.0	0.0	-	0.0	-	5.6	1.9	0.0	-	2.4	-	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	2.4	0.0	-	1.5	0.2
Bicycles on Road	0	0	1	0	-	1	0	0	0	1	-	1	0	0	3	2	-	5	0	4	5	2	-	11	18
% Bicycles on Road	-	0.0	0.9	0.0	-	0.7	-	0.0	0.0	6.7	-	0.6	-	0.0	5.7	16.7	-	6.0	-	30.8	12.2	16.7	-	16.7	4.1
Pedestrians	-	-	-	-	14	-	-	-	-	-	14	-	-	-	-	-	8	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Woodlawn Rd with Penfold Pl
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Woodlawn Rd Eastbound						Woodlawn Rd Westbound						Penfold Pl Northbound						Penfold Pl Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	1	11	0	0	12	0	0	2	1	0	3	0	0	2	1	1	3	0	4	4	0	1	8	26
7:45 AM	0	0	3	1	2	4	0	0	6	0	3	6	0	0	3	1	0	4	0	0	1	0	1	1	15
8:00 AM	0	1	3	1	1	5	0	0	4	0	0	4	0	0	2	0	0	2	0	0	3	0	0	3	14
8:15 AM	0	0	6	0	2	6	0	0	6	0	0	6	0	0	1	0	0	1	0	0	0	0	1	0	13
Total	0	2	23	2	5	27	0	0	18	1	3	19	0	0	8	2	1	10	0	4	8	0	3	12	68
Approach %	0.0	7.4	85.2	7.4	-	-	0.0	0.0	94.7	5.3	-	-	0.0	0.0	80.0	20.0	-	-	0.0	33.3	66.7	0.0	-	-	-
Total %	0.0	2.9	33.8	2.9	-	39.7	0.0	0.0	26.5	1.5	-	27.9	0.0	0.0	11.8	2.9	-	14.7	0.0	5.9	11.8	0.0	-	17.6	-
PHF	0.000	0.500	0.523	0.500	-	0.563	0.000	0.000	0.750	0.250	-	0.792	0.000	0.000	0.667	0.500	-	0.625	0.000	0.250	0.500	0.000	-	0.375	0.654
Lights	0	2	20	2	-	24	0	0	17	1	-	18	0	0	8	2	-	10	0	0	8	0	-	8	60
% Lights	-	100.0	87.0	100.0	-	88.9	-	-	94.4	100.0	-	94.7	-	-	100.0	100.0	-	100.0	-	0.0	100.0	-	-	66.7	88.2
Buses	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	0.0	4.3	0.0	-	3.7	-	-	5.6	0.0	-	5.3	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	2.9
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	4.3	0.0	-	3.7	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	1.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	4	0	0	-	4	5
% Bicycles on Road	-	0.0	4.3	0.0	-	3.7	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	100.0	0.0	-	-	33.3	7.4
Pedestrians	-	-	-	-	5	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Woodlawn Rd with Penfold Pl
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Woodlawn Rd Eastbound						Woodlawn Rd Westbound						Penfold Pl Northbound						Penfold Pl Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	0	0	5	1	0	6	0	0	3	2	0	5	0	1	3	1	0	5	0	0	3	0	0	3	19
3:15 PM	0	2	12	2	0	16	0	0	14	0	1	14	0	6	8	3	2	17	0	1	4	2	0	7	54
3:30 PM	0	0	2	0	0	2	0	0	10	4	2	14	0	3	4	1	0	8	0	0	0	1	0	1	25
3:45 PM	0	0	6	0	0	6	0	0	11	0	0	11	0	0	1	0	0	1	0	0	0	0	0	0	18
Total	0	2	25	3	0	30	0	0	38	6	3	44	0	10	16	5	2	31	0	1	7	3	0	11	116
Approach %	0.0	6.7	83.3	10.0	-	-	0.0	0.0	86.4	13.6	-	-	0.0	32.3	51.6	16.1	-	-	0.0	9.1	63.6	27.3	-	-	-
Total %	0.0	1.7	21.6	2.6	-	25.9	0.0	0.0	32.8	5.2	-	37.9	0.0	8.6	13.8	4.3	-	26.7	0.0	0.9	6.0	2.6	-	9.5	-
PHF	0.000	0.250	0.521	0.375	-	0.469	0.000	0.000	0.679	0.375	-	0.786	0.000	0.417	0.500	0.417	-	0.456	0.000	0.250	0.438	0.375	-	0.393	0.537
Lights	0	2	22	3	-	27	0	0	38	6	-	44	0	9	15	5	-	29	0	1	4	3	-	8	108
% Lights	-	100.0	88.0	100.0	-	90.0	-	-	100.0	100.0	-	100.0	-	90.0	93.8	100.0	-	93.5	-	100.0	57.1	100.0	-	72.7	93.1
Buses	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	3
% Buses	-	0.0	8.0	0.0	-	6.7	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	14.3	0.0	-	9.1	2.6
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	4.0	0.0	-	3.3	-	-	0.0	0.0	-	0.0	-	10.0	0.0	0.0	-	3.2	-	0.0	0.0	0.0	-	0.0	1.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	3
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	6.3	0.0	-	3.2	-	0.0	28.6	0.0	-	18.2	2.6
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Woodlawn Rd with Penfold Pl
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Woodlawn Rd Eastbound						Woodlawn Rd Westbound						Penfold Pl Northbound						Penfold Pl Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	0	4	0	0	4	0	1	3	1	2	5	0	0	0	0	0	0	0	1	2	0	0	3	12
4:45 PM	0	0	4	0	0	4	0	0	4	0	1	4	0	1	1	0	0	2	0	0	1	0	0	1	11
5:00 PM	0	1	2	0	0	3	0	0	12	0	0	12	0	1	2	1	0	4	0	0	3	1	0	4	23
5:15 PM	0	0	4	0	0	4	0	0	3	1	1	4	0	2	1	0	0	3	0	0	2	0	0	2	13
Total	0	1	14	0	0	15	0	1	22	2	4	25	0	4	4	1	0	9	0	1	8	1	0	10	59
Approach %	0.0	6.7	93.3	0.0	-	-	0.0	4.0	88.0	8.0	-	-	0.0	44.4	44.4	11.1	-	-	0.0	10.0	80.0	10.0	-	-	-
Total %	0.0	1.7	23.7	0.0	-	25.4	0.0	1.7	37.3	3.4	-	42.4	0.0	6.8	6.8	1.7	-	15.3	0.0	1.7	13.6	1.7	-	16.9	-
PHF	0.000	0.250	0.875	0.000	-	0.938	0.000	0.250	0.458	0.500	-	0.521	0.000	0.500	0.500	0.250	-	0.563	0.000	0.250	0.667	0.250	-	0.625	0.641
Lights	0	1	14	0	-	15	0	1	22	2	-	25	0	4	4	0	-	8	0	1	6	1	-	8	56
% Lights	-	100.0	100.0	-	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	0.0	-	88.9	-	100.0	75.0	100.0	-	80.0	94.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	2	0	-	2	3
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	100.0	-	11.1	-	0.0	25.0	0.0	-	20.0	5.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Woodlawn Rd with Western Ave
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Data

Start Time	Woodlawn Rd Eastbound						Woodlawn Rd Westbound						Western Ave Northbound						Western Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	1	0	0	3	1	0	1	0	1	4	2	0	0	5	0	0	5	0	0	10	1	0	11	19
7:15 AM	0	0	5	0	1	5	0	1	2	1	0	4	0	0	10	1	1	11	0	4	24	0	0	28	48
7:30 AM	0	1	2	3	1	6	0	2	2	0	0	4	0	2	12	1	0	15	0	5	83	0	2	88	113
7:45 AM	0	1	0	1	2	2	0	0	3	1	2	4	0	1	14	1	0	16	0	3	85	1	0	89	111
Hourly Total	0	3	7	4	7	14	0	4	7	3	6	14	0	3	41	3	1	47	0	12	202	2	2	216	291
8:00 AM	0	1	3	0	1	4	0	1	1	4	1	6	0	0	26	0	0	26	0	2	27	0	0	29	65
8:15 AM	0	3	0	0	0	3	0	0	3	1	1	4	0	0	18	0	0	18	0	2	28	2	0	32	57
8:30 AM	0	2	3	2	0	7	0	10	2	3	4	15	0	2	29	4	0	35	0	2	16	0	0	18	75
8:45 AM	0	1	1	0	5	2	0	3	0	1	1	4	0	0	21	2	0	23	0	2	13	1	0	16	45
Hourly Total	0	7	7	2	6	16	0	14	6	9	7	29	0	2	94	6	0	102	0	8	84	3	0	95	242
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	1	0	2	1	0	0	1	0	0	1	0	1	19	1	0	21	0	0	19	1	0	20	43
2:15 PM	0	2	1	0	0	3	0	2	0	5	2	7	0	0	21	0	0	21	0	1	22	3	1	26	57
2:30 PM	0	0	1	2	0	3	0	2	0	2	0	4	0	0	14	1	0	15	0	4	21	1	0	26	48
2:45 PM	0	2	3	0	1	5	0	1	1	6	0	8	0	0	13	0	0	13	0	1	22	0	0	23	49
Hourly Total	0	4	6	2	3	12	0	5	2	13	2	20	0	1	67	2	0	70	0	6	84	5	1	95	197
3:00 PM	0	1	2	0	1	3	0	2	0	1	0	3	0	1	17	2	1	20	0	3	25	2	0	30	56
3:15 PM	0	2	5	0	1	7	0	2	6	8	2	16	0	2	79	2	0	83	0	4	26	2	0	32	138
3:30 PM	0	1	1	2	2	4	0	1	4	10	0	15	0	4	58	0	0	62	0	0	36	2	0	38	119
3:45 PM	0	4	2	1	1	7	0	0	4	4	0	8	0	4	30	0	0	34	0	1	30	0	0	31	80
Hourly Total	0	8	10	3	5	21	0	5	14	23	2	42	0	11	184	4	1	199	0	8	117	6	0	131	393
4:00 PM	0	2	3	0	2	5	0	3	0	4	1	7	0	0	22	1	0	23	0	2	23	4	0	29	64
4:15 PM	0	1	1	0	1	2	0	1	1	3	0	5	0	0	23	2	0	25	0	1	32	2	0	35	67
4:30 PM	0	1	1	1	2	3	0	1	0	1	1	2	0	0	20	2	0	22	0	3	39	3	0	45	72
4:45 PM	0	2	1	0	0	3	0	1	0	1	1	2	0	3	29	0	0	32	0	2	26	2	0	30	67
Hourly Total	0	6	6	1	5	13	0	6	1	9	3	16	0	3	94	5	0	102	0	8	120	11	0	139	270
5:00 PM	0	1	0	0	2	1	0	1	2	7	0	10	0	0	37	0	0	37	0	2	46	4	0	52	100
5:15 PM	0	2	2	0	2	4	0	0	0	9	0	9	0	1	50	1	0	52	0	1	37	2	0	40	105
5:30 PM	0	1	2	1	0	4	0	0	1	2	3	3	0	0	32	1	0	33	0	2	23	2	0	27	67
5:45 PM	0	1	1	1	1	3	0	1	1	2	0	4	0	2	28	1	0	31	0	3	28	1	0	32	70
Hourly Total	0	5	5	2	5	12	0	2	4	20	3	26	0	3	147	3	0	153	0	8	134	9	0	151	342
Grand Total	0	33	41	14	31	88	0	36	34	77	23	147	0	23	627	23	2	673	0	50	741	36	3	827	1735
Approach %	0.0	37.5	46.6	15.9	-	-	0.0	24.5	23.1	52.4	-	-	0.0	3.4	93.2	3.4	-	-	0.0	6.0	89.6	4.4	-	-	-
Total %	0.0	1.9	2.4	0.8	-	5.1	0.0	2.1	2.0	4.4	-	8.5	0.0	1.3	36.1	1.3	-	38.8	0.0	2.9	42.7	2.1	-	47.7	-
Lights	0	31	38	14	-	83	0	36	34	74	-	144	0	22	613	21	-	656	0	47	728	35	-	810	1693

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

% Lights	-	93.9	92.7	100.0	-	94.3	-	100.0	100.0	96.1	-	98.0	-	95.7	97.8	91.3	-	97.5	-	94.0	98.2	97.2	-	97.9	97.6
Buses	0	1	0	0	-	1	0	0	0	2	-	2	0	0	1	1	-	2	0	3	4	1	-	8	13
% Buses	-	3.0	0.0	0.0	-	1.1	-	0.0	0.0	2.6	-	1.4	-	0.0	0.2	4.3	-	0.3	-	6.0	0.5	2.8	-	1.0	0.7
Single-Unit Trucks	0	1	1	0	-	2	0	0	0	1	-	1	0	1	4	1	-	6	0	0	4	0	-	4	13
% Single-Unit Trucks	-	3.0	2.4	0.0	-	2.3	-	0.0	0.0	1.3	-	0.7	-	4.3	0.6	4.3	-	0.9	-	0.0	0.5	0.0	-	0.5	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	0	0	3	0	-	3	6
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.4	-	0.0	0.4	0.0	-	0.4	0.3
Bicycles on Road	0	0	2	0	-	2	0	0	0	0	-	0	0	0	6	0	-	6	0	0	2	0	-	2	10
% Bicycles on Road	-	0.0	4.9	0.0	-	2.3	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	0.0	-	0.9	-	0.0	0.3	0.0	-	0.2	0.6
Pedestrians	-	-	-	-	31	-	-	-	-	-	23	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Woodlawn Rd with Western Ave
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Woodlawn Rd Eastbound						Woodlawn Rd Westbound						Western Ave Northbound						Western Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	1	2	3	1	6	0	2	2	0	0	4	0	2	12	1	0	15	0	5	83	0	2	88	113
7:45 AM	0	1	0	1	2	2	0	0	3	1	2	4	0	1	14	1	0	16	0	3	85	1	0	89	111
8:00 AM	0	1	3	0	1	4	0	1	1	4	1	6	0	0	26	0	0	26	0	2	27	0	0	29	65
8:15 AM	0	3	0	0	0	3	0	0	3	1	1	4	0	0	18	0	0	18	0	2	28	2	0	32	57
Total	0	6	5	4	4	15	0	3	9	6	4	18	0	3	70	2	0	75	0	12	223	3	2	238	346
Approach %	0.0	40.0	33.3	26.7	-	-	0.0	16.7	50.0	33.3	-	-	0.0	4.0	93.3	2.7	-	-	0.0	5.0	93.7	1.3	-	-	-
Total %	0.0	1.7	1.4	1.2	-	4.3	0.0	0.9	2.6	1.7	-	5.2	0.0	0.9	20.2	0.6	-	21.7	0.0	3.5	64.5	0.9	-	68.8	-
PHF	0.000	0.500	0.417	0.333	-	0.625	0.000	0.375	0.750	0.375	-	0.750	0.000	0.375	0.673	0.500	-	0.721	0.000	0.600	0.656	0.375	-	0.669	0.765
Lights	0	6	5	4	-	15	0	3	9	6	-	18	0	3	66	1	-	70	0	11	220	3	-	234	337
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	94.3	50.0	-	93.3	-	91.7	98.7	100.0	-	98.3	97.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	8.3	0.0	0.0	-	0.4	0.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	1	-	3	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	2.9	50.0	-	4.0	-	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	2	0	-	2	4
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	2.9	0.0	-	2.7	-	0.0	0.9	0.0	-	0.8	1.2
Pedestrians	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Woodlawn Rd with Western Ave
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Woodlawn Rd Eastbound						Woodlawn Rd Westbound						Western Ave Northbound						Western Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	1	2	0	1	3	0	2	0	1	0	3	0	1	17	2	1	20	0	3	25	2	0	30	56
3:15 PM	0	2	5	0	1	7	0	2	6	8	2	16	0	2	79	2	0	83	0	4	26	2	0	32	138
3:30 PM	0	1	1	2	2	4	0	1	4	10	0	15	0	4	58	0	0	62	0	0	36	2	0	38	119
3:45 PM	0	4	2	1	1	7	0	0	4	4	0	8	0	4	30	0	0	34	0	1	30	0	0	31	80
Total	0	8	10	3	5	21	0	5	14	23	2	42	0	11	184	4	1	199	0	8	117	6	0	131	393
Approach %	0.0	38.1	47.6	14.3	-	-	0.0	11.9	33.3	54.8	-	-	0.0	5.5	92.5	2.0	-	-	0.0	6.1	89.3	4.6	-	-	-
Total %	0.0	2.0	2.5	0.8	-	5.3	0.0	1.3	3.6	5.9	-	10.7	0.0	2.8	46.8	1.0	-	50.6	0.0	2.0	29.8	1.5	-	33.3	-
PHF	0.000	0.500	0.500	0.375	-	0.750	0.000	0.625	0.583	0.575	-	0.656	0.000	0.688	0.582	0.500	-	0.599	0.000	0.500	0.813	0.750	-	0.862	0.712
Lights	0	7	9	3	-	19	0	5	14	22	-	41	0	10	182	3	-	195	0	7	115	6	-	128	383
% Lights	-	87.5	90.0	100.0	-	90.5	-	100.0	100.0	95.7	-	97.6	-	90.9	98.9	75.0	-	98.0	-	87.5	98.3	100.0	-	97.7	97.5
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	1	-	1	0	1	2	0	-	3	5
% Buses	-	12.5	0.0	0.0	-	4.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	25.0	-	0.5	-	12.5	1.7	0.0	-	2.3	1.3
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	1	-	1	0	1	1	0	-	2	0	0	0	0	-	0	4
% Single-Unit Trucks	-	0.0	10.0	0.0	-	4.8	-	0.0	0.0	4.3	-	2.4	-	9.1	0.5	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

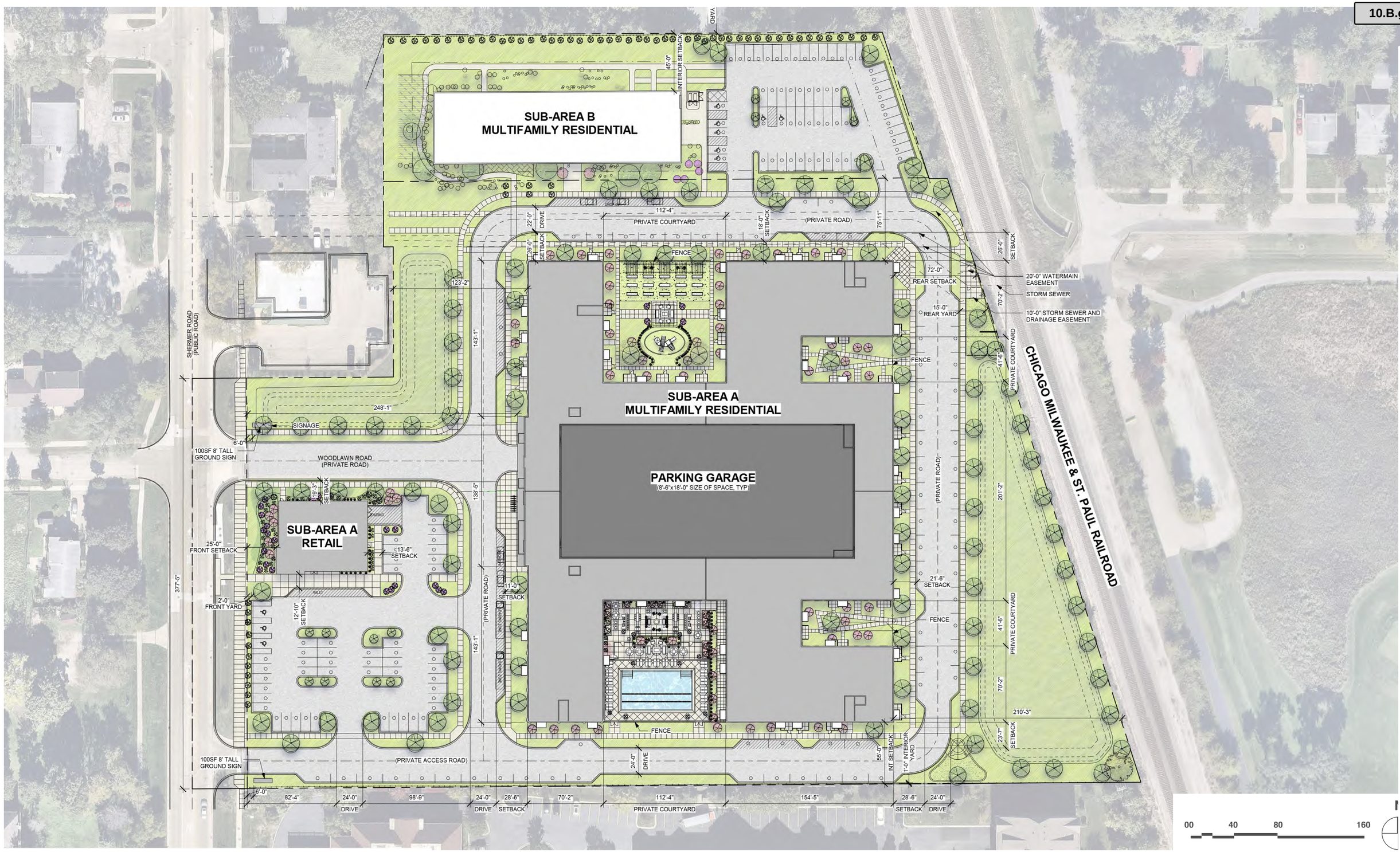
Count Name: Woodlawn Rd with Western Ave
TMC
Site Code:
Start Date: 05/12/2022

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Woodlawn Rd Eastbound						Woodlawn Rd Westbound						Western Ave Northbound						Western Ave Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	1	1	1	2	3	0	1	0	1	1	2	0	0	20	2	0	22	0	3	39	3	0	45	72
4:45 PM	0	2	1	0	0	3	0	1	0	1	1	2	0	3	29	0	0	32	0	2	26	2	0	30	67
5:00 PM	0	1	0	0	2	1	0	1	2	7	0	10	0	0	37	0	0	37	0	2	46	4	0	52	100
5:15 PM	0	2	2	0	2	4	0	0	0	9	0	9	0	1	50	1	0	52	0	1	37	2	0	40	105
Total	0	6	4	1	6	11	0	3	2	18	2	23	0	4	136	3	0	143	0	8	148	11	0	167	344
Approach %	0.0	54.5	36.4	9.1	-	-	0.0	13.0	8.7	78.3	-	-	0.0	2.8	95.1	2.1	-	-	0.0	4.8	88.6	6.6	-	-	-
Total %	0.0	1.7	1.2	0.3	-	3.2	0.0	0.9	0.6	5.2	-	6.7	0.0	1.2	39.5	0.9	-	41.6	0.0	2.3	43.0	3.2	-	48.5	-
PHF	0.000	0.750	0.500	0.250	-	0.688	0.000	0.750	0.250	0.500	-	0.575	0.000	0.333	0.680	0.375	-	0.688	0.000	0.667	0.804	0.688	-	0.803	0.819
Lights	0	6	3	1	-	10	0	3	2	18	-	23	0	4	133	3	-	140	0	8	146	11	-	165	338
% Lights	-	100.0	75.0	100.0	-	90.9	-	100.0	100.0	100.0	-	100.0	-	100.0	97.8	100.0	-	97.9	-	100.0	98.6	100.0	-	98.8	98.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	2
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.4	0.0	-	1.2	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.7	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	25.0	0.0	-	9.1	-	0.0	0.0	0.0	-	0.0	-	0.0	1.5	0.0	-	1.4	-	0.0	0.0	0.0	-	0.0	0.9
Pedestrians	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Site Plan

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: SITE PLAN

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • SEPTEMBER

ITE Trip Generation Summary Sheets

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

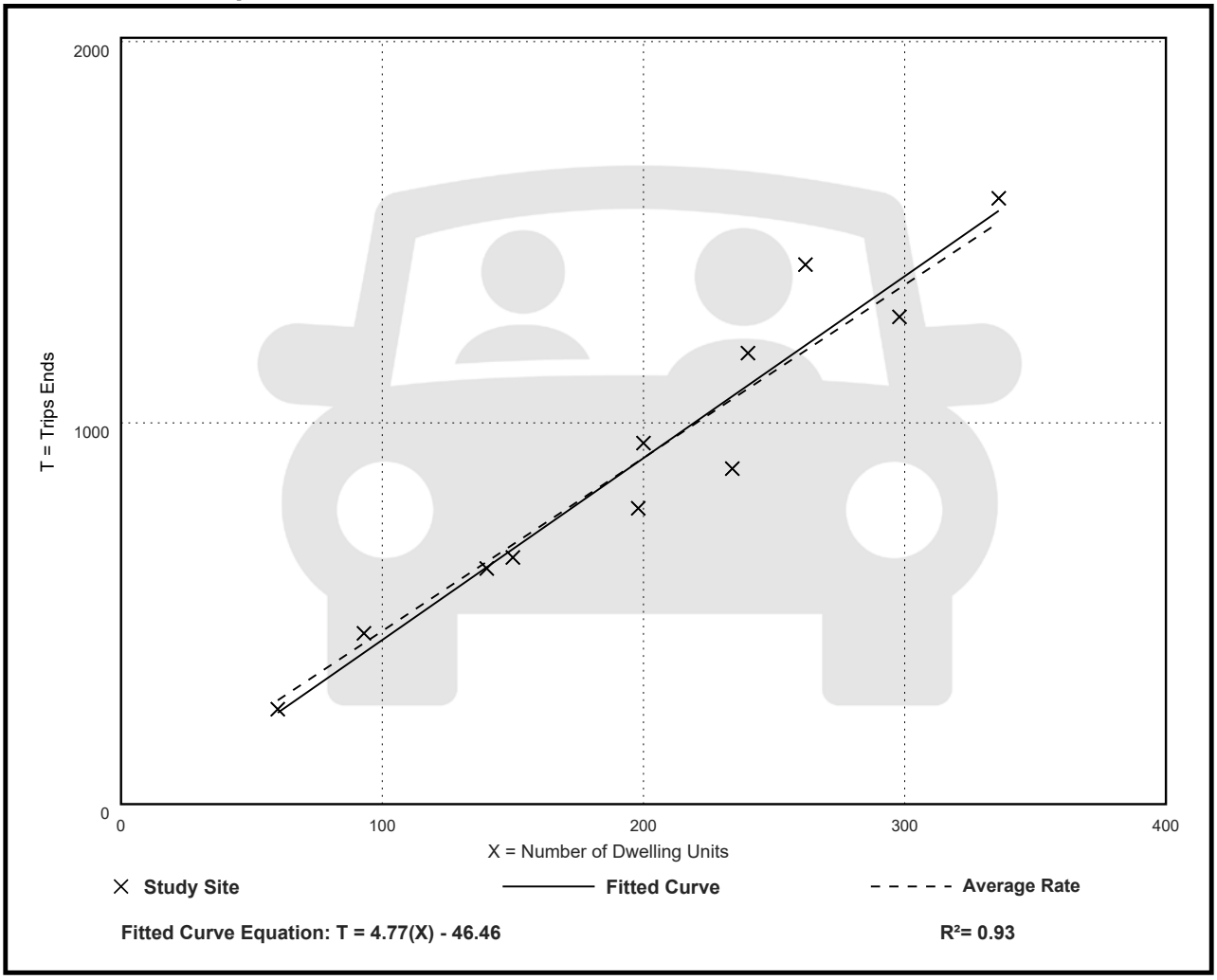
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Fitted Curve Equation: T = 4.77(X) - 46.46

R^2= 0.93

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

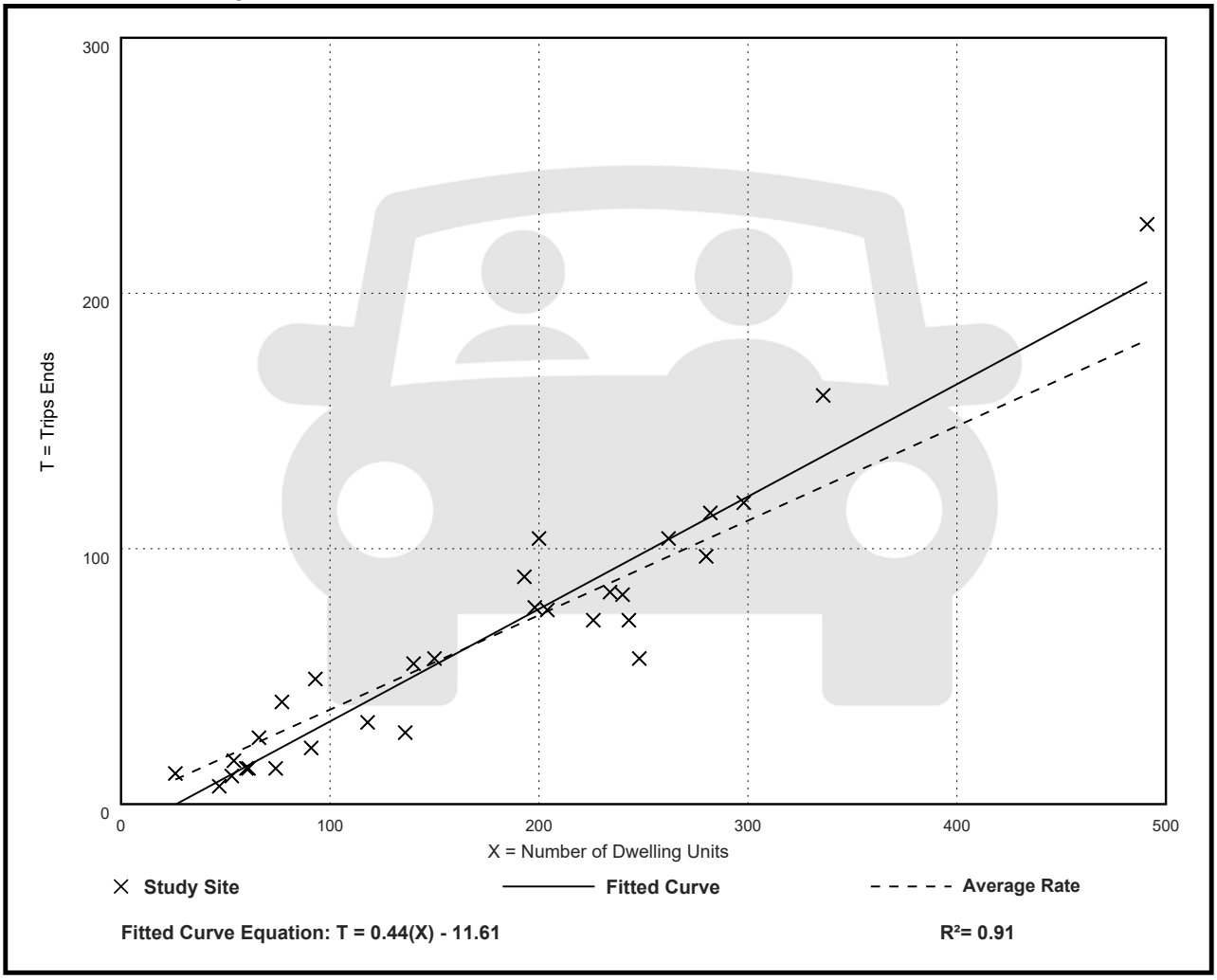
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

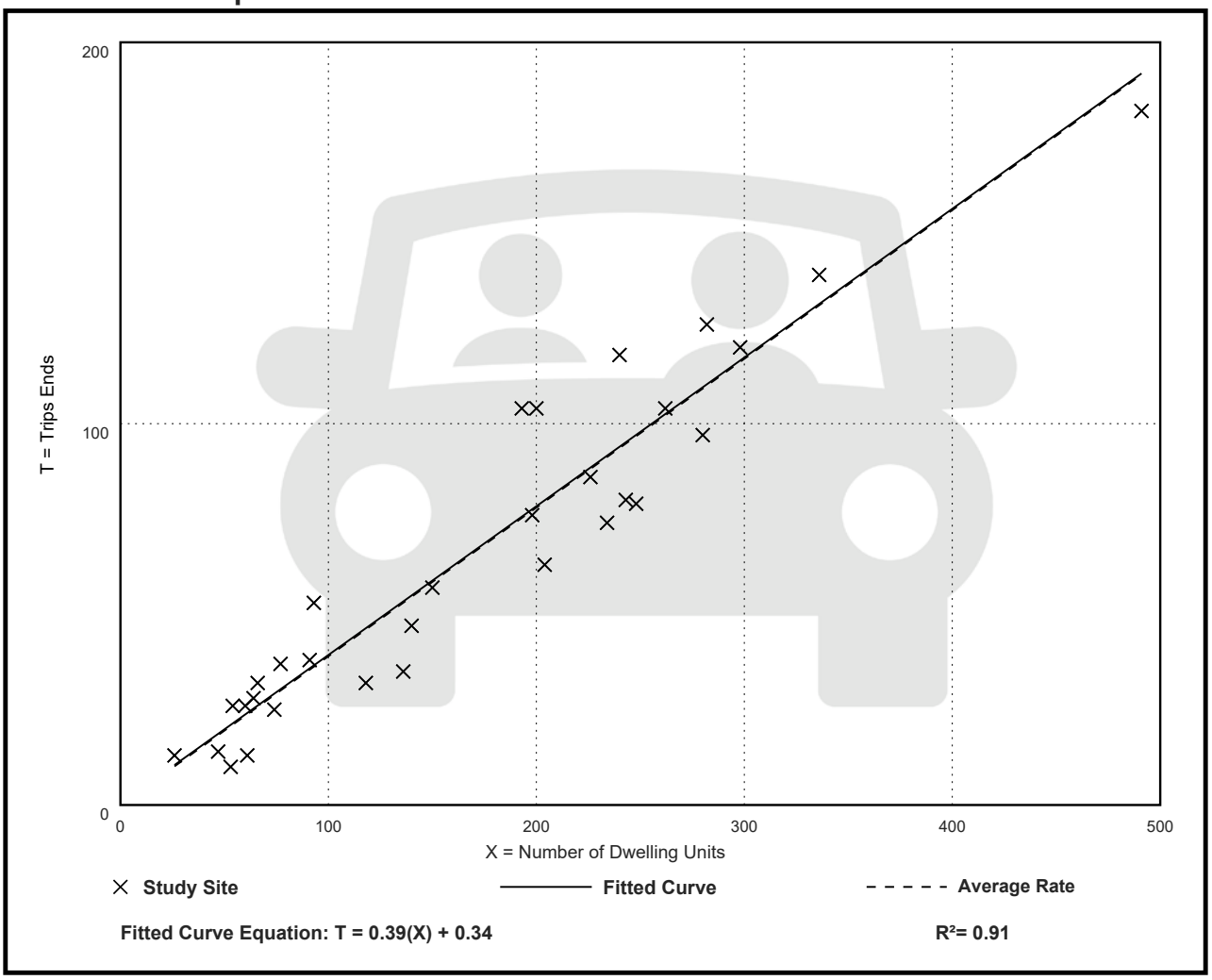
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Land Use: 223
Affordable Housing

Description

Affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age. Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), and multifamily housing (high-rise) (Land Use 222) are related land uses.

Land Use Subcategory

Data are presented for three subcategories for this land use: (1) sites with income limitations for its tenants (denoted as income limits in the data plots), (2) sites with both minimum age thresholds and income limitations for its tenants (denoted as senior in the data plots), and (3) sites designed for and occupied by residents with special needs, such as persons with physical and mental impairments, single mothers, recovering addicts and others living in a group setting.

Additional Data

For most study sites contained in this land use, all dwelling units in the development are classified as affordable units. For residential study sites that provide a mix of market value and affordable units, the study sites with at least 75 percent of the dwelling units designated as affordable are also included in this land use database.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s and 2010s in California, Ontario (CAN), and New Jersey.

Source Numbers

237, 918, 1003, 1004, 1046, 1057

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Affordable Housing - Income Limits (223)

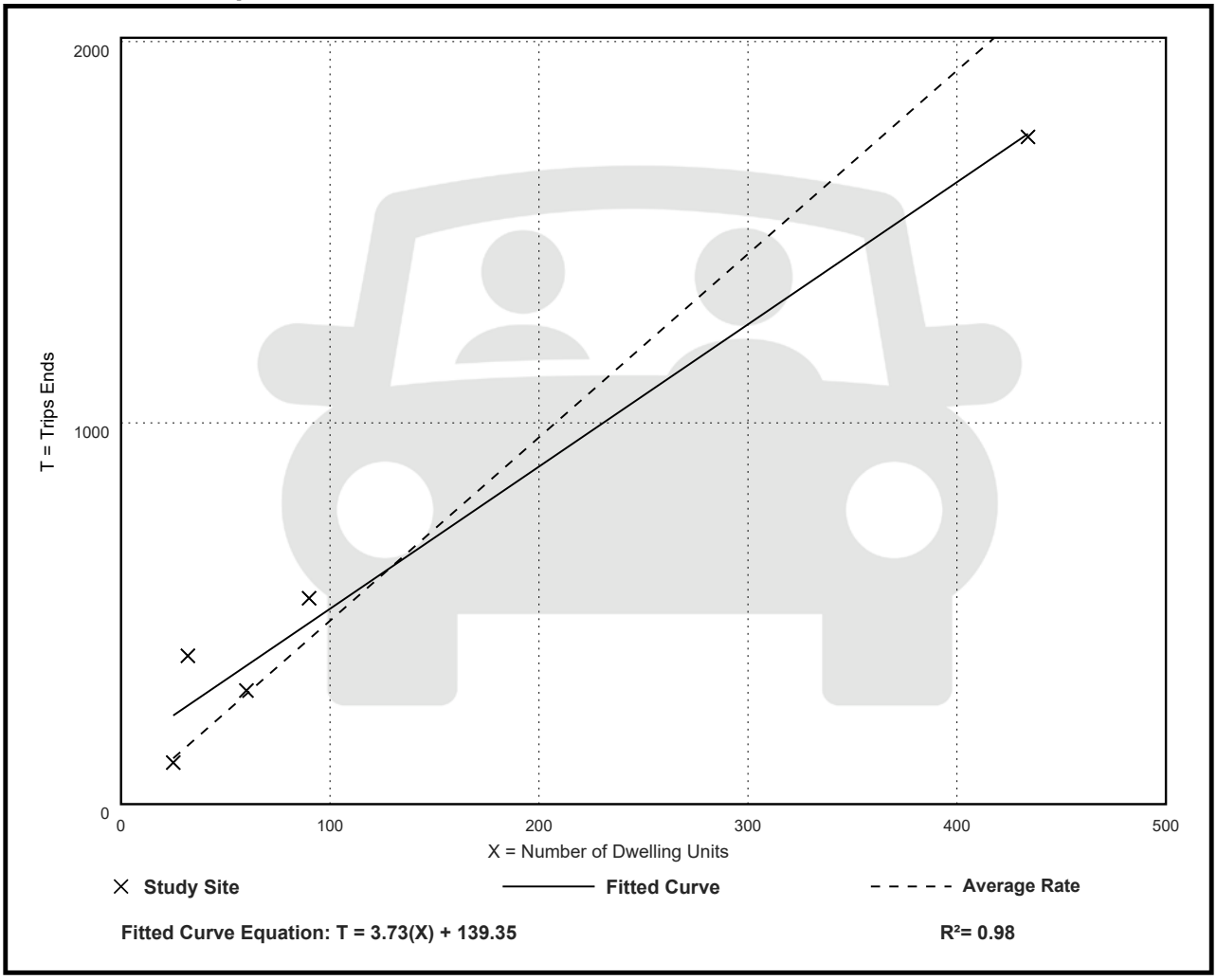
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 128
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.81	4.03 - 12.16	2.03

Data Plot and Equation



Fitted Curve Equation: T = 3.73(X) + 139.35

R^2= 0.98

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

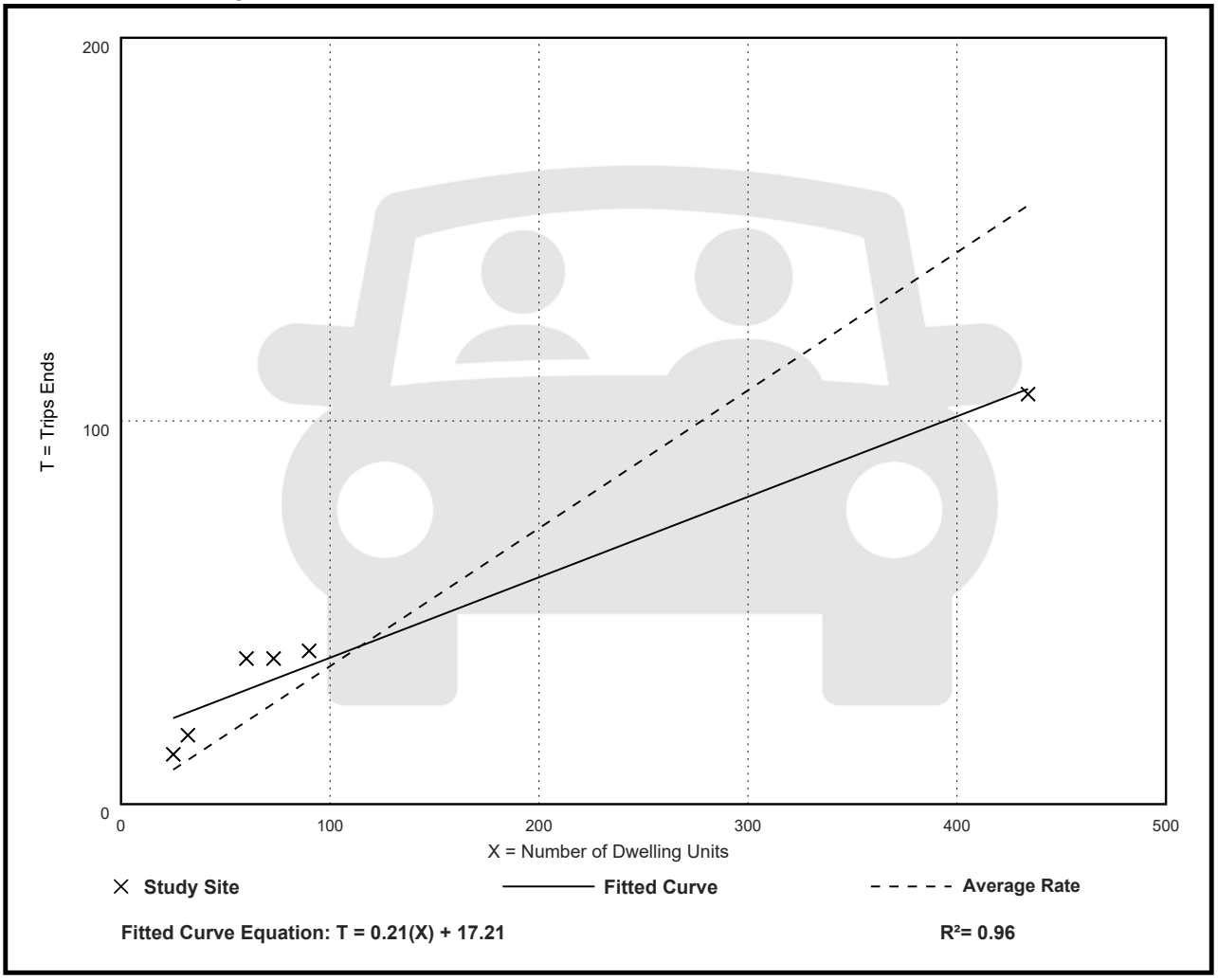
Affordable Housing - Income Limits
(223)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Dwelling Units: 119
Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.25 - 0.63	0.16

Data Plot and Equation



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

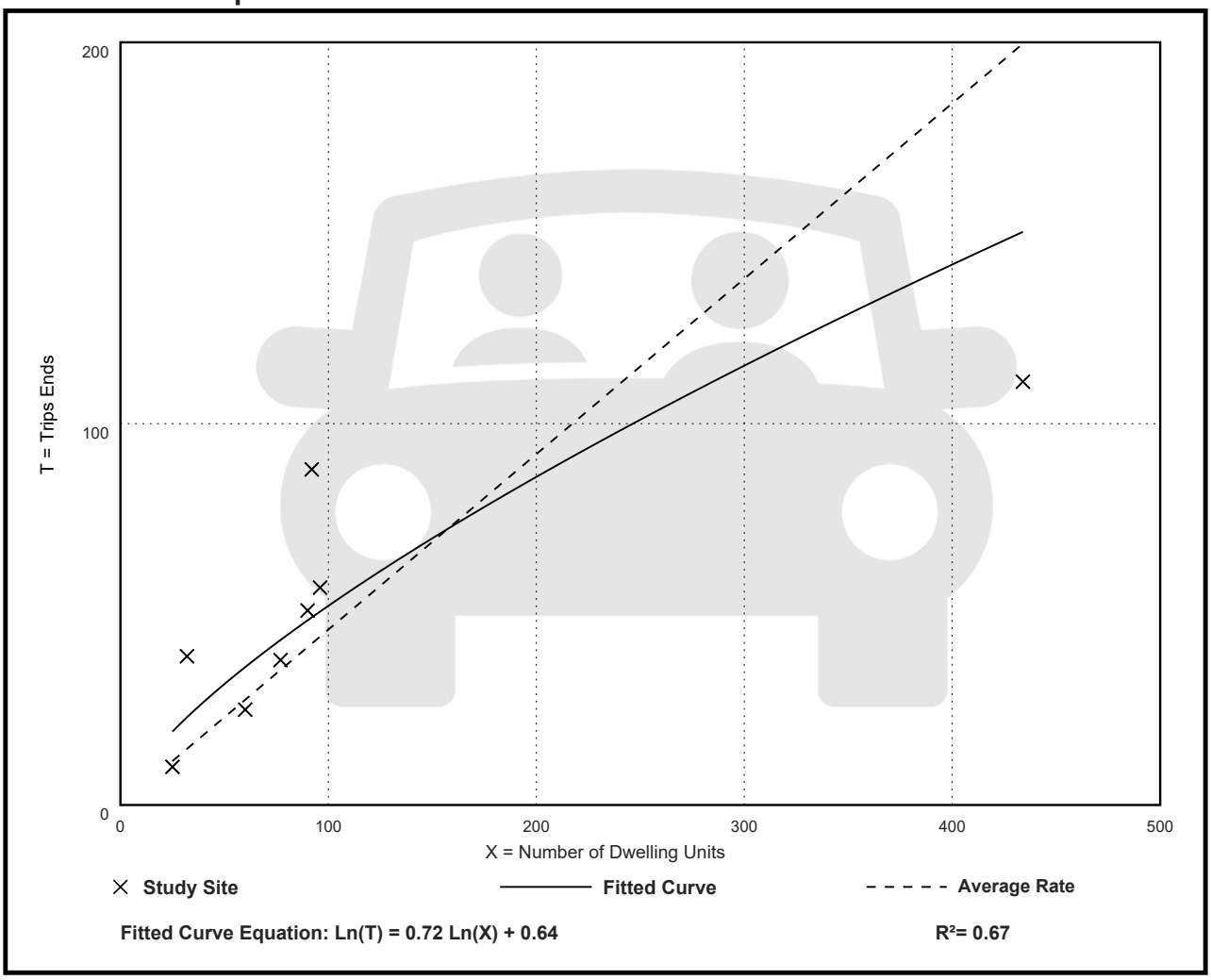
Affordable Housing - Income Limits
(223)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. Num. of Dwelling Units: 113
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.26 - 1.22	0.28

Data Plot and Equation



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Land Use: 932
High-Turnover (Sit-Down) Restaurant

Description

This land use consists of sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal.

Some facilities offer carry-out for a small proportion of its customers. Some facilities within this land use may also contain a bar area for serving food and alcoholic drinks.

Fast casual restaurant (Land Use 930), fine dining restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window (Land Use 934) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Georgia, Indiana, Kentucky, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Texas, Vermont, and Wisconsin.

Source Numbers

126, 269, 275, 280, 300, 301, 305, 338, 340, 341, 358, 384, 424, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728, 868, 884, 885, 903, 927, 939, 944, 961, 962, 977, 1048

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

High-Turnover (Sit-Down) Restaurant (932)

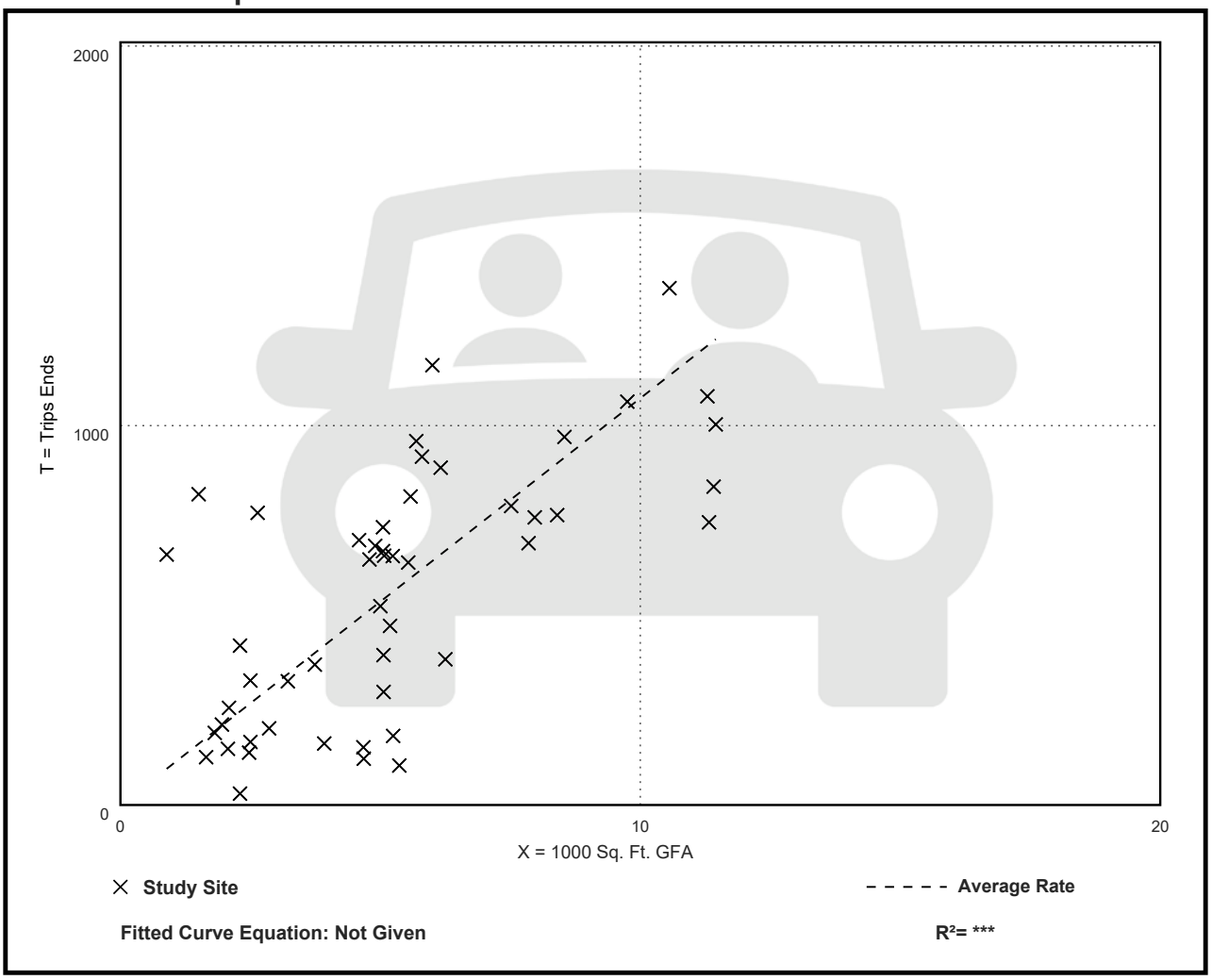
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72

Data Plot and Equation



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

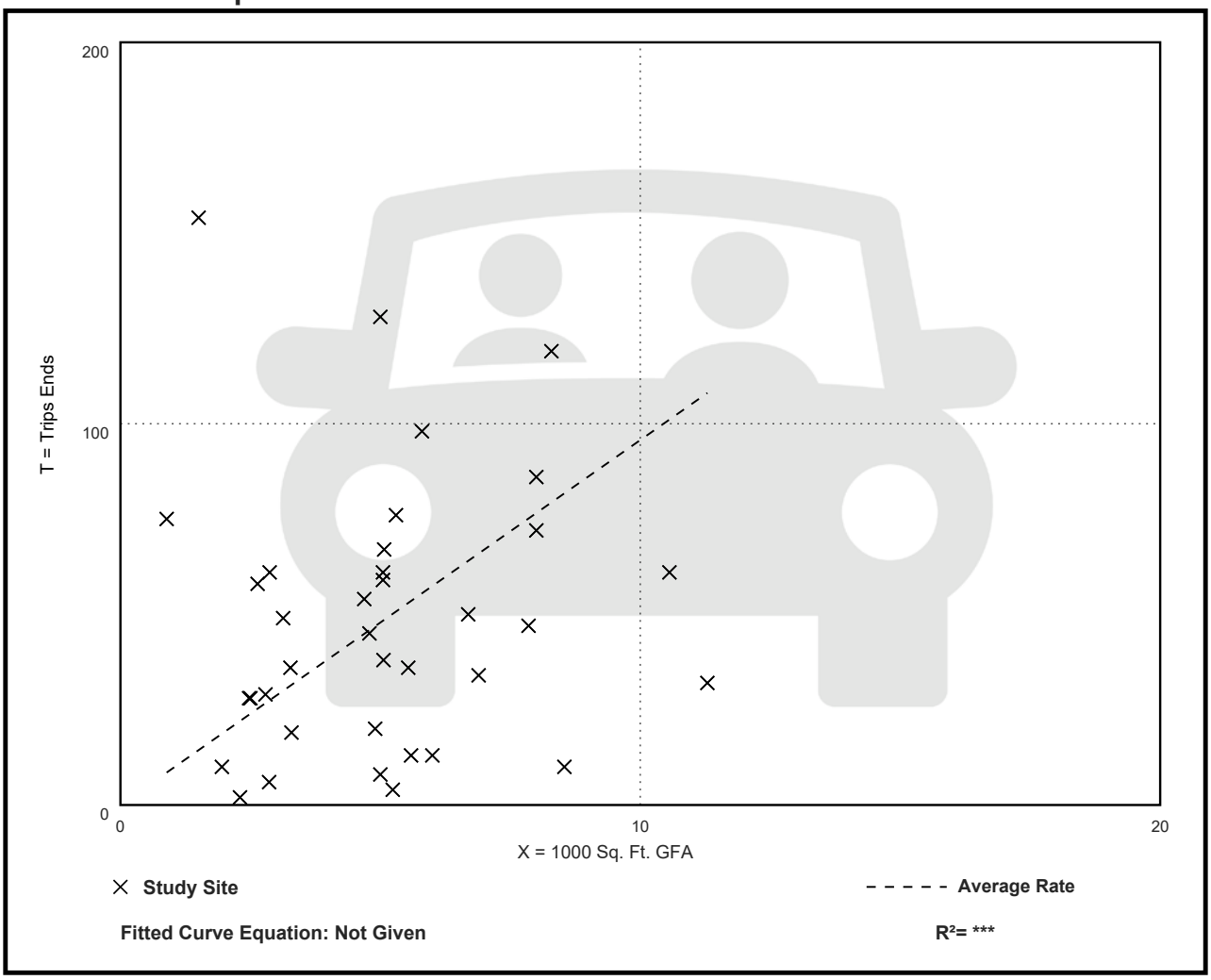
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 37
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

Data Plot and Equation



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

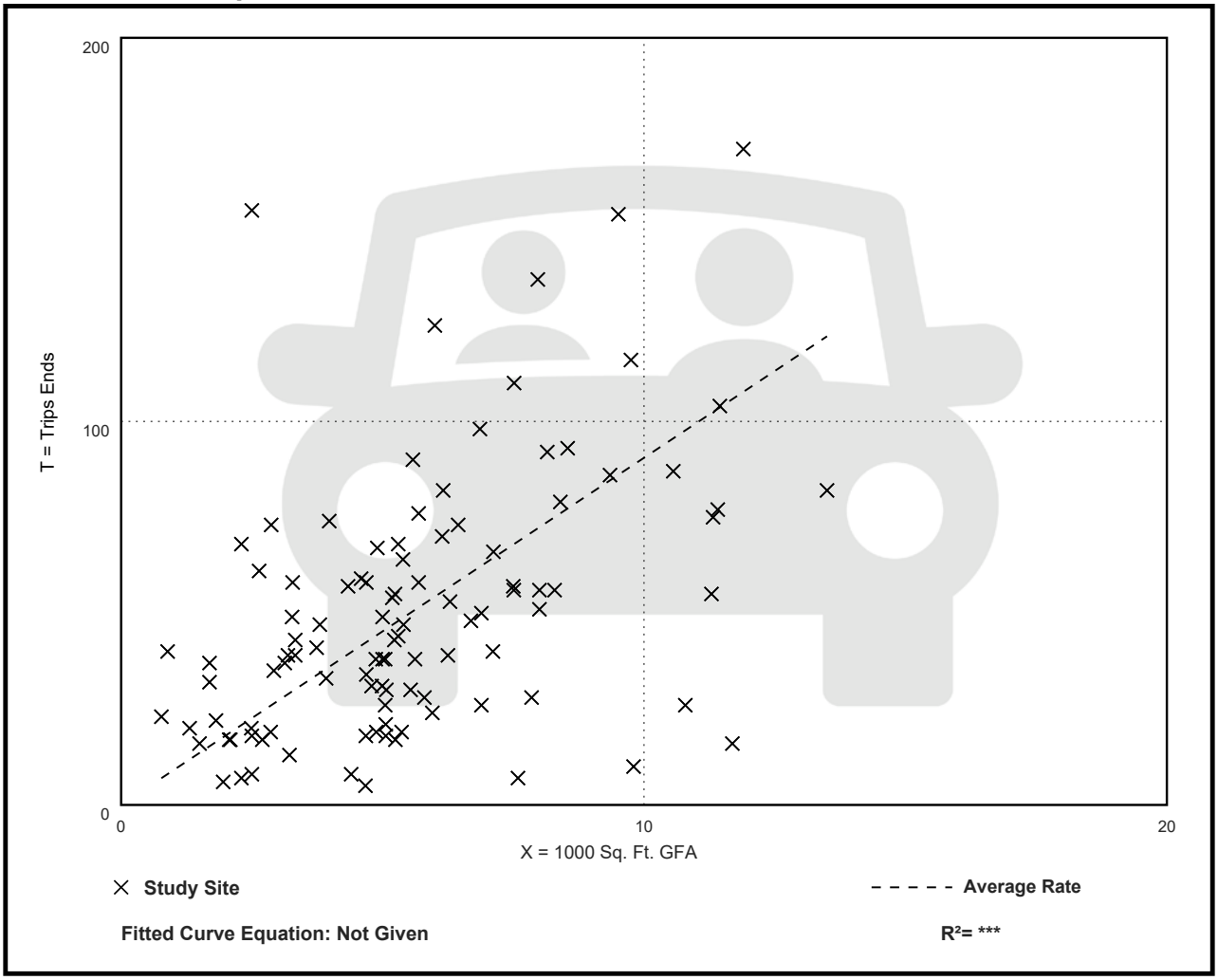
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 104
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

Data Plot and Equation



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Land Use Code	221		
Land Use	Multifamily Housing (Mid-Rise)		
Subcategory	Not Close to Rail transit		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	6		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.8%	1.2%	0.4%
1:00 - 2:00 AM	0.4%	0.6%	0.3%
2:00 - 3:00 AM	0.2%	0.3%	0.1%
3:00 - 4:00 AM	0.2%	0.2%	0.2%
4:00 - 5:00 AM	0.3%	0.1%	0.5%
5:00 - 6:00 AM	1.2%	0.4%	2.0%
6:00 - 7:00 AM	4.4%	1.0%	7.8%
7:00 - 8:00 AM	8.6%	2.5%	14.7%
8:00 - 9:00 AM	7.8%	3.0%	12.5%
9:00 - 10:00 AM	4.5%	2.2%	6.9%
10:00 - 11:00 AM	3.7%	2.7%	4.6%
11:00 - 12:00 PM	3.7%	3.4%	4.0%
12:00 - 1:00 PM	4.6%	4.3%	4.8%
1:00 - 2:00 PM	4.4%	4.4%	4.4%
2:00 - 3:00 PM	3.9%	4.1%	3.7%
3:00 - 4:00 PM	4.9%	5.9%	3.8%
4:00 - 5:00 PM	7.2%	9.2%	5.1%
5:00 - 6:00 PM	9.4%	13.1%	5.8%
6:00 - 7:00 PM	9.0%	12.1%	6.0%
7:00 - 8:00 PM	7.4%	9.4%	5.4%
8:00 - 9:00 PM	5.4%	7.7%	3.1%
9:00 - 10:00 PM	4.0%	6.5%	1.5%
10:00 - 11:00 PM	2.6%	3.7%	1.6%
11:00 - 12:00 AM	1.4%	2.1%	0.8%

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Land Use Code	223		
Land Use	Affordable Housing		
Subcategory	Income Limits		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	2		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
--	--	--	--
--	--	--	--
12:00 - 5:00 AM	1.3%	1.0%	1.7%
--	--	--	--
--	--	--	--
5:00 - 6:00 AM	2.0%	0.8%	3.3%
6:00 - 7:00 AM	4.9%	1.1%	8.8%
7:00 - 8:00 AM	7.7%	3.4%	12.3%
8:00 - 9:00 AM	5.3%	4.8%	5.9%
9:00 - 10:00 AM	3.7%	2.5%	5.0%
10:00 - 11:00 AM	3.4%	3.0%	3.8%
11:00 - 12:00 PM	4.0%	3.3%	4.7%
12:00 - 1:00 PM	5.4%	6.4%	4.4%
1:00 - 2:00 PM	5.6%	5.7%	5.5%
2:00 - 3:00 PM	5.9%	5.7%	6.1%
3:00 - 4:00 PM	7.2%	8.5%	6.0%
4:00 - 5:00 PM	9.2%	11.8%	6.5%
5:00 - 6:00 PM	7.5%	9.0%	6.0%
6:00 - 7:00 PM	7.4%	7.2%	7.7%
7:00 - 8:00 PM	5.7%	7.0%	4.4%
8:00 - 9:00 PM	6.4%	8.9%	3.7%
9:00 - 10:00 PM	4.6%	6.4%	2.6%
10:00 - 11:00 PM	2.0%	2.7%	1.3%
11:00 - 12:00 AM	0.8%	0.9%	0.7%

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Land Use Code	932		
Land Use	High-Turnover (Sit-Down) Restaurant		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	37		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.5%	0.3%	0.8%
1:00 - 2:00 AM	0.2%	0.1%	0.3%
2:00 - 3:00 AM	0.3%	0.3%	0.2%
3:00 - 4:00 AM	0.3%	0.2%	0.4%
4:00 - 5:00 AM	0.3%	0.2%	0.3%
5:00 - 6:00 AM	0.5%	0.7%	0.2%
6:00 - 7:00 AM	1.3%	1.7%	0.9%
7:00 - 8:00 AM	2.3%	2.7%	1.8%
8:00 - 9:00 AM	3.2%	3.4%	3.1%
9:00 - 10:00 AM	3.7%	4.0%	3.4%
10:00 - 11:00 AM	4.9%	5.5%	4.4%
11:00 - 12:00 PM	9.5%	12.1%	6.9%
12:00 - 1:00 PM	12.3%	12.4%	12.3%
1:00 - 2:00 PM	8.8%	6.5%	11.2%
2:00 - 3:00 PM	4.5%	4.0%	5.1%
3:00 - 4:00 PM	3.6%	3.3%	4.0%
4:00 - 5:00 PM	5.1%	6.2%	3.9%
5:00 - 6:00 PM	8.5%	10.2%	6.8%
6:00 - 7:00 PM	9.4%	10.1%	8.7%
7:00 - 8:00 PM	8.2%	7.2%	9.2%
8:00 - 9:00 PM	5.7%	4.3%	7.1%
9:00 - 10:00 PM	3.7%	2.6%	4.8%
10:00 - 11:00 PM	2.2%	1.4%	2.9%
11:00 - 12:00 AM	0.9%	0.5%	1.4%

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

July 7, 2022

Shahrzad Ainkeshavarzi
Consultant
Kenig, Lindgren, O'Hara, Aboona, Inc.
9575 West Higgins Road, Suite 400
Rosemont, IL, 60018

Subject: ***1657 Shermer Road Residential Development***
IDOT

Dear Mr. Ainkeshavarzi:

In response to a request made on your behalf and dated July 6, 2022, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2018)	Year 2050 ADT
Walters Avenue west of Shermer Road	4,000	5,000
Shermer Road	15,800	18,500
Techny Road east of Shermer Road	7,750	9,200
Techny Road west of Shermer Road	6,100	7,400
Willow Road east of Shermer Road	42,500	47,000
Willow Road west of Shermer Road	35,700	42,000
Western Avenue	1,400	1,700

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
2022_ForecastTraffic\Northbrook\ck-90-22\ck-90-22.docx

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Level of Service Criteria

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high, and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	29	172	5	3	4	91	317	6	5	364	55
Future Volume (vph)	95	29	172	5	3	4	91	317	6	5	364	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	40		0	0		0	155		155	85		140
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	70			25			55			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.872			0.955				0.850			0.850
Flt Protected	0.950				0.980		0.950			0.950		
Satd. Flow (prot)	1770	1600	0	0	1778	0	1752	1852	1615	1805	1923	1538
Flt Permitted	0.750				0.841		0.431			0.558		
Satd. Flow (perm)	1397	1600	0	0	1526	0	795	1852	1615	1060	1923	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		183			4				79			79
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		136			160			478			380	
Travel Time (s)		3.1			4.4			10.9			10.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	7%	3%	0%	0%	0%	3%	8%	0%	0%	4%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	214	0	0	12	0	97	337	6	5	387	59
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0	15.0	3.0	15.0	15.0
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	22.0	22.0	6.5	21.0	21.0
Total Split (s)	26.0	26.0		26.0	26.0		10.0	54.0	54.0	10.0	54.0	54.0
Total Split (%)	28.9%	28.9%		28.9%	28.9%		11.1%	60.0%	60.0%	11.1%	60.0%	60.0%
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5	1.5	0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	11.5	11.5			11.5		37.0	33.4	33.4	34.1	27.2	27.2
Actuated g/C Ratio	0.19	0.19			0.19		0.62	0.56	0.56	0.58	0.46	0.46

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

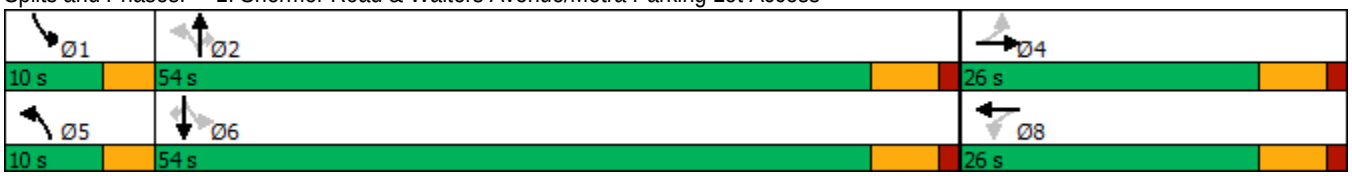
Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.37	0.47			0.04		0.16	0.32	0.01	0.01	0.44	0.08
Control Delay	29.5	10.7			21.5		4.7	8.2	0.0	4.2	13.0	1.9
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	10.7			21.5		4.7	8.2	0.0	4.2	13.0	1.9
LOS	C	B			C		A	A	A	A	B	A
Approach Delay		16.7			21.5			7.3			11.4	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)	32	9			2		10	47	0	1	89	0
Queue Length 95th (ft)	93	72			18		29	146	0	4	172	11
Internal Link Dist (ft)		56			80			398			300	
Turn Bay Length (ft)	40						155		155	85		140
Base Capacity (vph)	513	703			563		610	1497	1320	710	1554	1258
Starvation Cap Reductn	0	0			0		0	0	0	0	0	0
Spillback Cap Reductn	0	0			0		0	0	0	0	0	0
Storage Cap Reductn	0	0			0		0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.30			0.02		0.16	0.23	0.00	0.01	0.25	0.05

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 59.3			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 48.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Shermer Road & Walters Avenue/Metra Parking Lot Access



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	216	285	117	141	65	209	429	84	89	577	63
Future Volume (vph)	91	216	285	117	141	65	209	429	84	89	577	63
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		195	120		0	205		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	180			180			160			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.953			0.975			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1961	1524	1671	1713	0	1671	3284	0	1770	3446	0
Flt Permitted	0.378			0.498			0.147			0.297		
Satd. Flow (perm)	704	1961	1524	876	1713	0	259	3284	0	553	3446	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107		23			23			12	
Link Speed (mph)		35			35			40			35	
Link Distance (ft)		674			553			3964			470	
Travel Time (s)		13.1			10.8			67.6			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	6%	8%	6%	5%	8%	7%	8%	2%	3%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	288	380	156	275	0	279	684	0	119	853	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0	6.5	6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	17.0	42.0	14.0	10.0	35.0		14.0	34.0		14.0	34.0	
Total Split (%)	17.0%	42.0%	14.0%	10.0%	35.0%		14.0%	34.0%		14.0%	34.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Act Effct Green (s)	36.1	24.7	41.4	30.9	21.8		42.3	29.4		38.4	27.3	
Actuated g/C Ratio	0.41	0.28	0.47	0.35	0.25		0.48	0.33		0.43	0.31	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

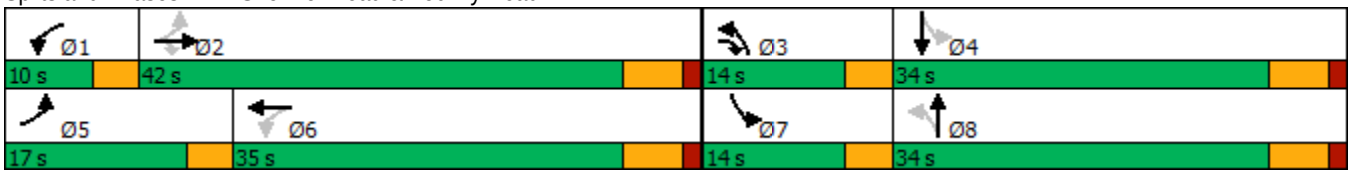
07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.30	0.53	0.49	0.43	0.63		0.95	0.62		0.33	0.79	
Control Delay	17.5	30.1	13.5	21.0	34.2		65.0	28.5		16.6	35.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.5	30.1	13.5	21.0	34.2		65.0	28.5		16.6	35.3	
LOS	B	C	B	C	C		E	C		B	D	
Approach Delay		20.2			29.4			39.1			33.0	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	41	136	99	54	126		98	160		34	223	
Queue Length 95th (ft)	61	167	124	76	168		#220	207		64	268	
Internal Link Dist (ft)		594			473			3884			390	
Turn Bay Length (ft)	145		195	120			205			100		
Base Capacity (vph)	461	805	770	364	582		293	1107		399	1109	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.26	0.36	0.49	0.43	0.47		0.95	0.62		0.30	0.77	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 88.4
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 31.2 Intersection LOS: C
Intersection Capacity Utilization 65.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Shermer Road & Techny Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	1498	95	67	633	221	74	193	52	291	126	107
Future Volume (vph)	220	1498	95	67	633	221	74	193	52	291	126	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	70		0	100		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	175			105			100			240		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.991			0.961			0.968			0.931	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1626	3401	0	1752	3264	0	1504	3247	0	1671	3032	0
Flt Permitted	0.227			0.050			0.598			0.349		
Satd. Flow (perm)	389	3401	0	92	3264	0	947	3247	0	614	3032	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		6			45			19				
Link Speed (mph)		40			40			35			40	
Link Distance (ft)		774			525			595			3964	
Travel Time (s)		13.2			8.9			11.6			67.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	11%	5%	8%	3%	5%	10%	20%	7%	10%	8%	9%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	234	1695	0	71	908	0	79	260	0	310	248	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	21.0	85.0		15.0	79.0		18.0	26.0		24.0	32.0	
Total Split (%)	14.0%	56.7%		10.0%	52.7%		12.0%	17.3%		16.0%	21.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	99.4	85.2		90.1	79.5		30.8	17.1		43.6	26.5	
Actuated g/C Ratio	0.66	0.57		0.60	0.53		0.21	0.11		0.29	0.18	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.63	0.88		0.49	0.52		0.34	0.67		0.96	0.46	
Control Delay	18.4	34.8		31.4	23.7		43.7	67.6		88.3	58.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.4	34.8		31.4	23.7		43.7	67.6		88.3	58.6	
LOS	B	C		C	C		D	E		F	E	
Approach Delay		32.8			24.2			62.0			75.1	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	85	720		23	282		58	120		265	115	
Queue Length 95th (ft)	132	#988		72	375		101	168		#376	164	
Internal Link Dist (ft)		694			445			515			3884	
Turn Bay Length (ft)	155			70			100			175		
Base Capacity (vph)	402	1934		184	1750		269	449		323	535	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.58	0.88		0.39	0.52		0.29	0.58		0.96	0.46	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 69 (46%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 39.4 Intersection LOS: D
Intersection Capacity Utilization 87.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Shermer Road & Willow Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
4: Shermer Road & Woodlawn Road/Site Access Drive

07/14/2022

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	31	0	0	1	20	491	2	1	626	5
Future Vol, veh/h	3	0	31	0	0	1	20	491	2	1	626	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	75	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	33	0	3	0	0	0	0	7	50	0	3	0
Mvmt Flow	4	0	40	0	0	1	26	638	3	1	813	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1510	1511	816	1530	1513	640	819	0	0	641	0	0
Stage 1	818	818	-	692	692	-	-	-	-	-	-	-
Stage 2	692	693	-	838	821	-	-	-	-	-	-	-
Critical Hdwy	7.43	6.5	6.23	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.797	4	3.327	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	84	121	375	97	121	479	818	-	-	953	-	-
Stage 1	328	393	-	437	448	-	-	-	-	-	-	-
Stage 2	388	448	-	364	391	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	82	117	375	84	117	479	818	-	-	953	-	-
Mov Cap-2 Maneuver	194	241	-	84	117	-	-	-	-	-	-	-
Stage 1	318	393	-	423	434	-	-	-	-	-	-	-
Stage 2	375	434	-	325	391	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.9	12.5	0.4	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	346	-	479	953	-	-
HCM Lane V/C Ratio	0.032	-	-	0.128	-	0.003	0.001	-	-
HCM Control Delay (s)	9.5	-	-	16.9	0	12.5	8.8	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
5: Shermer Road & Farnsworth Lane

07/14/2022

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	38	6	0	7	25	501	10	9	643	5
Future Vol, veh/h	5	0	38	6	0	7	25	501	10	9	643	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	50	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	3	0	0	0	0	7	10	11	3	20
Mvmt Flow	7	0	51	8	0	9	33	668	13	12	857	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1630	1632	861	1651	1629	675	864	0	0	681	0	0
Stage 1	885	885	-	741	741	-	-	-	-	-	-	-
Stage 2	745	747	-	910	888	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.23	7.1	6.5	6.2	4.1	-	-	4.21	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.327	3.5	4	3.3	2.2	-	-	2.299	-	-
Pot Cap-1 Maneuver	82	102	354	80	103	457	787	-	-	871	-	-
Stage 1	342	366	-	411	426	-	-	-	-	-	-	-
Stage 2	409	423	-	332	365	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	77	96	354	66	97	457	787	-	-	871	-	-
Mov Cap-2 Maneuver	77	96	-	66	97	-	-	-	-	-	-	-
Stage 1	328	361	-	394	408	-	-	-	-	-	-	-
Stage 2	384	405	-	281	360	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.6	37.9	0.5	0.1
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	787	-	-	250	66	457	871	-	-
HCM Lane V/C Ratio	0.042	-	-	0.229	0.121	0.02	0.014	-	-
HCM Control Delay (s)	9.8	-	-	23.6	66.9	13	9.2	-	-
HCM Lane LOS	A	-	-	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.4	0.1	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
6: Western Avenue & Woodlawn Road 07/14/2022

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	5	4	3	9	6	3	70	2	12	223	3
Future Vol, veh/h	6	5	4	3	9	6	3	70	2	12	223	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0	0	6	50	8	1	0
Mvmt Flow	8	6	5	4	12	8	4	91	3	16	290	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	435	426	292	431	427	93	294	0	0	94	0	0
Stage 1	324	324	-	101	101	-	-	-	-	-	-	-
Stage 2	111	102	-	330	326	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.18	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.272	-	-
Pot Cap-1 Maneuver	535	524	752	538	523	970	1279	-	-	1463	-	-
Stage 1	692	653	-	910	815	-	-	-	-	-	-	-
Stage 2	899	815	-	687	652	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	515	516	752	523	515	970	1279	-	-	1463	-	-
Mov Cap-2 Maneuver	515	516	-	523	515	-	-	-	-	-	-	-
Stage 1	690	645	-	907	813	-	-	-	-	-	-	-
Stage 2	876	813	-	667	644	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	11.1	0.3	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1279	-	-	563	612	1463	-	-
HCM Lane V/C Ratio	0.003	-	-	0.035	0.038	0.011	-	-
HCM Control Delay (s)	7.8	0	-	11.6	11.1	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
7: Penfold Place & Woodlawn Road

07/14/2022

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	23	2	0	18	1	0	8	2	4	8	0
Future Vol, veh/h	2	23	2	0	18	1	0	8	2	4	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	0	8	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	3	35	3	0	28	2	0	12	3	6	12	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	38	0	0	78	73	37	79	73	29
Stage 1	-	-	-	-	-	-	43	43	-	29	29	-
Stage 2	-	-	-	-	-	-	35	30	-	50	44	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1596	-	-	1585	-	-	916	821	1041	914	821	1052
Stage 1	-	-	-	-	-	-	976	863	-	993	875	-
Stage 2	-	-	-	-	-	-	986	874	-	968	862	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1596	-	-	1585	-	-	904	819	1041	899	819	1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	904	819	-	899	819	-
Stage 1	-	-	-	-	-	-	974	861	-	991	875	-
Stage 2	-	-	-	-	-	-	972	874	-	949	860	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	9.3	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	855	1596	-	-	1585	-	-	844
HCM Lane V/C Ratio	0.018	0.002	-	-	-	-	-	0.022
HCM Control Delay (s)	9.3	7.3	0	-	0	-	-	9.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
8: Shermer Road & South Site Access Drive 07/14/2022

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	513	0	0	657
Future Vol, veh/h	0	0	513	0	0	657
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	7	0	0	3
Mvmt Flow	0	0	540	0	0	692

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1232	540	0	0	540	0
Stage 1	540	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	197	546	-	-	1039	-
Stage 1	588	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	197	546	-	-	1039	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	500	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1039	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Capacity Analysis Summary Sheets

Existing Weekday Afternoon Peak Hour

Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	7	113	5	6	5	150	469	2	2	424	96
Future Volume (vph)	54	7	113	5	6	5	150	469	2	2	424	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	40		0	0		0	155		155	85		140
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	70			25			55			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.859			0.957				0.850			0.850
Flt Protected	0.950				0.984		0.950			0.950		
Satd. Flow (prot)	1770	1573	0	0	1789	0	1752	1961	1615	1805	1887	1568
Flt Permitted	0.745				0.845		0.390			0.466		
Satd. Flow (perm)	1388	1573	0	0	1536	0	719	1961	1615	885	1887	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		128			6				79			109
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		136			160			478			380	
Travel Time (s)		3.1			4.4			10.9			10.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	4%	0%	0%	0%	3%	2%	0%	0%	6%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	136	0	0	19	0	170	533	2	2	482	109
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0	15.0	3.0	15.0	15.0
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	22.0	22.0	6.5	21.0	21.0
Total Split (s)	26.0	26.0		26.0	26.0		10.0	54.0	54.0	10.0	54.0	54.0
Total Split (%)	28.9%	28.9%		28.9%	28.9%		11.1%	60.0%	60.0%	11.1%	60.0%	60.0%
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5	1.5	0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	10.4	10.4			10.4		48.9	47.3	47.3	44.5	35.8	35.8
Actuated g/C Ratio	0.16	0.16			0.16		0.75	0.73	0.73	0.68	0.55	0.55

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

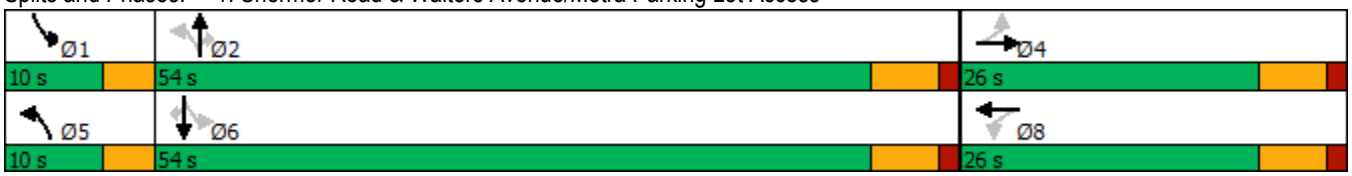
Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.28	0.38			0.08		0.26	0.37	0.00	0.00	0.47	0.12
Control Delay	32.9	11.0			25.0		4.2	6.9	0.0	3.0	11.3	2.1
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	11.0			25.0		4.2	6.9	0.0	3.0	11.3	2.1
LOS	C	B			C		A	A	A	A	B	A
Approach Delay		17.8			25.0			6.2			9.6	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)	23	3			5		17	78	0	0	114	0
Queue Length 95th (ft)	63	49			24		39	211	0	2	196	19
Internal Link Dist (ft)		56			80			398			300	
Turn Bay Length (ft)	40						155		155	85		140
Base Capacity (vph)	463	610			516		651	1510	1262	717	1405	1195
Starvation Cap Reductn	0	0			0		0	0	0	0	0	0
Spillback Cap Reductn	0	0			0		0	0	0	0	0	0
Storage Cap Reductn	0	0			0		0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.22			0.04		0.26	0.35	0.00	0.00	0.34	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 65.2			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 9.3		Intersection LOS: A	
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

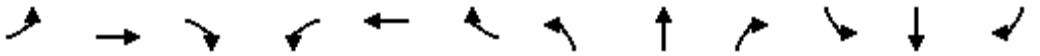
Splits and Phases: 1: Shermer Road & Walters Avenue/Metra Parking Lot Access



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

07/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	215	202	80	271	112	270	548	147	91	426	90
Future Volume (vph)	145	215	202	80	271	112	270	548	147	91	426	90
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		195	120		0	205		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	180			180			160			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.956			0.968			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1980	1568	1736	1749	0	1719	3379	0	1787	3387	0
Flt Permitted	0.172			0.597			0.226			0.172		
Satd. Flow (perm)	317	1980	1568	1091	1749	0	409	3379	0	324	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203		21			34			25	
Link Speed (mph)		35			35			40			35	
Link Distance (ft)		674			553			3964			470	
Travel Time (s)		13.1			10.8			67.6			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	1%	3%	4%	5%	1%	5%	3%	5%	1%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	262	246	98	467	0	329	847	0	111	630	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0	6.5	6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	17.0	42.0	14.0	10.0	35.0		14.0	34.0		14.0	34.0	
Total Split (%)	17.0%	42.0%	14.0%	10.0%	35.0%		14.0%	34.0%		14.0%	34.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Act Effct Green (s)	46.0	35.8	52.4	37.1	28.2		40.0	29.4		36.5	25.2	
Actuated g/C Ratio	0.48	0.38	0.55	0.39	0.30		0.42	0.31		0.38	0.27	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

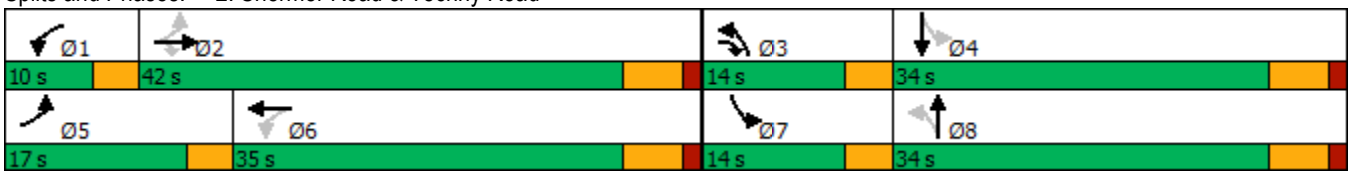
07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.53	0.35	0.26	0.21	0.87		1.03	0.79		0.43	0.69	
Control Delay	20.8	24.4	3.7	15.7	50.3		84.3	36.8		21.7	34.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.8	24.4	3.7	15.7	50.3		84.3	36.8		21.7	34.5	
LOS	C	C	A	B	D		F	D		C	C	
Approach Delay		16.0			44.3			50.1			32.5	
Approach LOS		B			D			D			C	
Queue Length 50th (ft)	62	122	13	33	270		~150	252		40	176	
Queue Length 95th (ft)	93	169	40	56	#387		#269	297		67	212	
Internal Link Dist (ft)		594			473			3884			390	
Turn Bay Length (ft)	145		195	120			205			100		
Base Capacity (vph)	359	759	956	472	553		318	1070		293	1024	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.49	0.35	0.26	0.21	0.84		1.03	0.79		0.38	0.62	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 94.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 37.6 Intersection LOS: D
Intersection Capacity Utilization 75.4% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Shermer Road & Techny Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	1123	105	95	1112	309	121	163	91	333	203	187
Future Volume (vph)	137	1123	105	95	1112	309	121	163	91	333	203	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	70		0	100		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	175			105			100			240		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.987			0.967			0.946			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3412	0	1687	3375	0	1687	3219	0	1736	3205	0
Flt Permitted	0.076			0.136			0.413			0.273		
Satd. Flow (perm)	135	3412	0	241	3375	0	733	3219	0	499	3205	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		10			35			54				
Link Speed (mph)		40			40			35			40	
Link Distance (ft)		774			525			595			3964	
Travel Time (s)		13.2			8.9			11.6			67.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	4%	9%	7%	3%	5%	7%	5%	8%	4%	5%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	1307	0	101	1512	0	129	270	0	354	415	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	18.0	97.0		14.0	93.0		19.0	22.0		27.0	30.0	
Total Split (%)	11.3%	60.6%		8.8%	58.1%		11.9%	13.8%		16.9%	18.8%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	107.6	93.7		102.0	90.8		31.3	15.1		44.6	24.9	
Actuated g/C Ratio	0.67	0.59		0.64	0.57		0.20	0.09		0.28	0.16	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.72	0.65		0.44	0.78		0.58	0.77		1.11	0.84	
Control Delay	40.6	24.3		15.3	30.6		56.2	71.3		129.2	80.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	40.6	24.3		15.3	30.6		56.2	71.3		129.2	80.7	
LOS	D	C		B	C		E	E		F	F	
Approach Delay		25.9			29.6			66.4			103.0	
Approach LOS		C			C			E			F	
Queue Length 50th (ft)	60	470		35	632		105	117		~341	225	
Queue Length 95th (ft)	140	562		58	757		167	171		#550	#315	
Internal Link Dist (ft)		694			445			515			3884	
Turn Bay Length (ft)	155			70			100			175		
Base Capacity (vph)	232	2003		251	1929		244	370		320	497	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.63	0.65		0.40	0.78		0.53	0.73		1.11	0.84	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 157 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 45.2 Intersection LOS: D
Intersection Capacity Utilization 90.7% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Shermer Road & Willow Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
4: Shermer Road & Woodlawn Road/Site Access Drive 07/14/2022

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	1	23	0	0	1	35	727	0	2	543	13
Future Vol, veh/h	8	1	23	0	0	1	35	727	0	2	543	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	75	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	25	0	4	0	0	0	0	3	0	0	4	0
Mvmt Flow	10	1	28	0	0	1	43	887	0	2	662	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1648	1647	670	1662	1655	887	678	0	0	887	0	0
Stage 1	674	674	-	973	973	-	-	-	-	-	-	-
Stage 2	974	973	-	689	682	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.5	6.24	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.35	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4	3.336	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	70	100	454	78	99	346	923	-	-	772	-	-
Stage 1	409	457	-	306	333	-	-	-	-	-	-	-
Stage 2	275	333	-	439	453	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	67	95	454	70	94	346	923	-	-	772	-	-
Mov Cap-2 Maneuver	171	211	-	70	94	-	-	-	-	-	-	-
Stage 1	390	456	-	292	317	-	-	-	-	-	-	-
Stage 2	261	317	-	410	452	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.1	15.4	0.4	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	923	-	-	313	-	346	772	-	-
HCM Lane V/C Ratio	0.046	-	-	0.125	-	0.004	0.003	-	-
HCM Control Delay (s)	9.1	-	-	18.1	0	15.4	9.7	-	-
HCM Lane LOS	A	-	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
5: Shermer Road & Farnsworth Lane 07/14/2022

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	3	27	14	4	19	42	723	24	22	531	13
Future Vol, veh/h	20	3	27	14	4	19	42	723	24	22	531	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	50	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	33	0	0	0	5	2	3	4	0	5	8
Mvmt Flow	25	4	33	17	5	23	52	893	30	27	656	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1744	1745	664	1749	1738	908	672	0	0	923	0	0
Stage 1	718	718	-	1012	1012	-	-	-	-	-	-	-
Stage 2	1026	1027	-	737	726	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.83	6.2	7.1	6.5	6.25	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.83	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.83	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.297	3.3	3.5	4	3.345	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	69	73	464	68	88	329	919	-	-	748	-	-
Stage 1	423	390	-	291	319	-	-	-	-	-	-	-
Stage 2	286	276	-	413	433	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	57	66	464	56	80	329	919	-	-	748	-	-
Mov Cap-2 Maneuver	57	66	-	56	80	-	-	-	-	-	-	-
Stage 1	399	376	-	274	301	-	-	-	-	-	-	-
Stage 2	246	260	-	366	417	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	73.2	55.7	0.5	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	919	-	-	110	60	329	748	-	-
HCM Lane V/C Ratio	0.056	-	-	0.561	0.37	0.071	0.036	-	-
HCM Control Delay (s)	9.2	-	-	73.2	96.7	16.8	10	-	-
HCM Lane LOS	A	-	-	F	F	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.7	1.4	0.2	0.1	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
6: Western Avenue & Woodlawn Road

07/14/2022

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	10	3	5	14	23	11	184	4	8	117	6
Future Vol, veh/h	8	10	3	5	14	23	11	184	4	8	117	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	13	10	0	0	0	4	9	1	25	13	2	0
Mvmt Flow	11	14	4	7	20	32	15	259	6	11	165	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	509	486	169	492	487	262	173	0	0	265	0	0
Stage 1	191	191	-	292	292	-	-	-	-	-	-	-
Stage 2	318	295	-	200	195	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.6	6.2	7.1	6.5	6.24	4.19	-	-	4.23	-	-
Critical Hdwy Stg 1	6.23	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.09	3.3	3.5	4	3.336	2.281	-	-	2.317	-	-
Pot Cap-1 Maneuver	457	470	880	490	484	772	1362	-	-	1238	-	-
Stage 1	786	727	-	720	675	-	-	-	-	-	-	-
Stage 2	671	655	-	806	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	416	459	880	468	473	772	1362	-	-	1238	-	-
Mov Cap-2 Maneuver	416	459	-	468	473	-	-	-	-	-	-	-
Stage 1	776	720	-	711	666	-	-	-	-	-	-	-
Stage 2	616	646	-	779	736	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	11.7	0.4	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1362	-	-	473	599	1238	-	-
HCM Lane V/C Ratio	0.011	-	-	0.063	0.099	0.009	-	-
HCM Control Delay (s)	7.7	0	-	13.1	11.7	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
7: Penfold Place & Woodlawn Road

07/14/2022

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	25	3	0	38	6	10	16	5	1	7	3
Future Vol, veh/h	2	25	3	0	38	6	10	16	5	1	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	54	54	54	54	54	54	54	54	54
Heavy Vehicles, %	0	12	0	0	0	0	10	0	0	0	14	0
Mvmt Flow	4	46	6	0	70	11	19	30	9	2	13	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	81	0	0	52	0	0	142	138	49	153	136	76
Stage 1	-	-	-	-	-	-	57	57	-	76	76	-
Stage 2	-	-	-	-	-	-	85	81	-	77	60	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.2	6.5	6.2	7.1	6.64	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.5	-	6.1	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.5	-	6.1	5.64	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.59	4	3.3	3.5	4.126	3.3
Pot Cap-1 Maneuver	1529	-	-	1567	-	-	810	757	1025	819	733	991
Stage 1	-	-	-	-	-	-	935	851	-	938	809	-
Stage 2	-	-	-	-	-	-	903	832	-	937	822	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1529	-	-	1567	-	-	793	755	1025	785	731	991
Mov Cap-2 Maneuver	-	-	-	-	-	-	793	755	-	785	731	-
Stage 1	-	-	-	-	-	-	932	848	-	935	809	-
Stage 2	-	-	-	-	-	-	884	832	-	893	820	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	9.8	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	801	1529	-	-	1567	-	-	793
HCM Lane V/C Ratio	0.072	0.002	-	-	-	-	-	0.026
HCM Control Delay (s)	9.8	7.4	0	-	0	-	-	9.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
8: Shermer Road & South Site Access Drive 07/14/2022

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	762	0	0	566
Future Vol, veh/h	0	0	762	0	0	566
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	5
Mvmt Flow	0	0	802	0	0	596

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1398	802	0	0	802	0
Stage 1	802	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	157	387	-	-	830	-
Stage 1	445	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	157	387	-	-	830	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	445	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	830	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access 07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	5	105	7	24	5	121	432	0	6	430	104
Future Volume (vph)	74	5	105	7	24	5	121	432	0	6	430	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	40		0	0		0	155		155	85		140
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	70			25			55			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.857			0.980							0.850
Flt Protected	0.950				0.990		0.950			0.950		
Satd. Flow (prot)	1805	1569	0	0	1843	0	1805	1980	1900	1805	1961	1583
Flt Permitted	0.730				0.906		0.404			0.489		
Satd. Flow (perm)	1387	1569	0	0	1687	0	768	1980	1900	929	1961	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		117			6							116
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		136			160			478			380	
Travel Time (s)		3.1			4.4			10.9			10.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	0%	1%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	123	0	0	41	0	134	480	0	7	478	116
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0	15.0	3.0	15.0	15.0
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	22.0	22.0	6.5	21.0	21.0
Total Split (s)	26.0	26.0		26.0	26.0		10.0	54.0	54.0	10.0	54.0	54.0
Total Split (%)	28.9%	28.9%		28.9%	28.9%		11.1%	60.0%	60.0%	11.1%	60.0%	60.0%
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5	1.5	0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	11.2	11.2			11.2		49.4	47.7		46.6	41.7	41.7
Actuated g/C Ratio	0.17	0.17			0.17		0.74	0.72		0.70	0.63	0.63

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

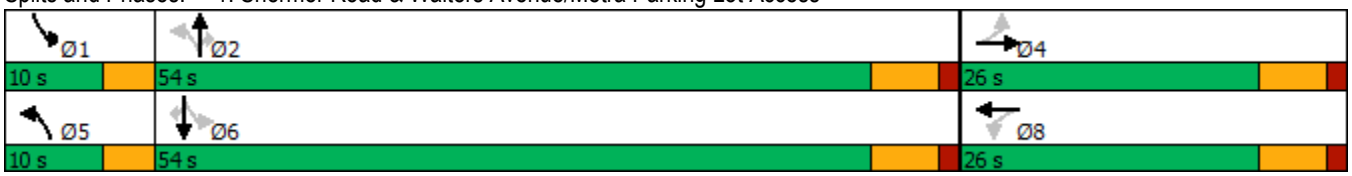
Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access 07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.35	0.34			0.14		0.20	0.34		0.01	0.39	0.11
Control Delay	33.8	10.4			26.6		4.2	7.1		3.5	10.8	2.2
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	33.8	10.4			26.6		4.2	7.1		3.5	10.8	2.2
LOS	C	B			C		A	A		A	B	A
Approach Delay		19.7			26.6			6.5			9.1	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)	31	2			13		14	72		1	116	0
Queue Length 95th (ft)	81	47			43		35	205		4	209	21
Internal Link Dist (ft)		56			80			398			300	
Turn Bay Length (ft)	40						155			85		140
Base Capacity (vph)	449	587			550		679	1504		751	1443	1195
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.18	0.21			0.07		0.20	0.32		0.01	0.33	0.10

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 66.6
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 10.0 Intersection LOS: A
Intersection Capacity Utilization 52.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Shermer Road & Walters Avenue/Metra Parking Lot Access



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	202	175	132	366	117	203	369	71	109	416	126
Future Volume (vph)	85	202	175	132	366	117	203	369	71	109	416	126
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		195	120		0	205		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	180			180			160			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.964			0.976			0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	2000	1482	1626	1800	0	1752	3461	0	1752	3415	0
Flt Permitted	0.187			0.589			0.273			0.472		
Satd. Flow (perm)	352	2000	1482	1008	1800	0	504	3461	0	871	3415	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			184		16			22			40	
Link Speed (mph)		35			35			40			35	
Link Distance (ft)		674			553			3964			470	
Travel Time (s)		13.1			10.8			67.6			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	9%	11%	2%	1%	3%	1%	6%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	213	184	139	508	0	214	463	0	115	571	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0	6.5	6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	17.0	42.0	14.0	10.0	35.0		14.0	34.0		14.0	34.0	
Total Split (%)	17.0%	42.0%	14.0%	10.0%	35.0%		14.0%	34.0%		14.0%	34.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Act Effct Green (s)	39.1	28.2	44.3	36.2	28.8		36.9	26.5		33.8	22.6	
Actuated g/C Ratio	0.45	0.32	0.51	0.42	0.33		0.42	0.30		0.39	0.26	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

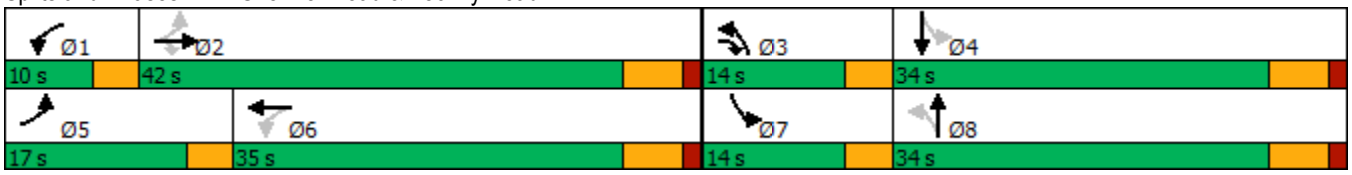
07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.30	0.33	0.22	0.30	0.84		0.60	0.43		0.27	0.62	
Control Delay	16.4	24.2	2.7	16.8	42.8		24.1	26.5		17.2	30.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.4	24.2	2.7	16.8	42.8		24.1	26.5		17.2	30.2	
LOS	B	C	A	B	D		C	C		B	C	
Approach Delay		14.6			37.2			25.8			28.0	
Approach LOS		B			D			C			C	
Queue Length 50th (ft)	27	88	0	43	264		76	110		38	141	
Queue Length 95th (ft)	57	155	32	85	#503		132	166		75	203	
Internal Link Dist (ft)		594			473			3884			390	
Turn Bay Length (ft)	145		195	120			205			100		
Base Capacity (vph)	394	849	858	467	626		369	1159		469	1155	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.23	0.25	0.21	0.30	0.81		0.58	0.40		0.25	0.49	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 86.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 27.2 Intersection LOS: C
Intersection Capacity Utilization 74.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

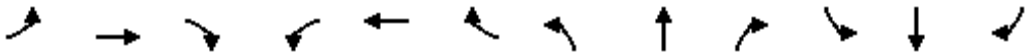
Splits and Phases: 2: Shermer Road & Techny Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

07/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	1006	99	81	1322	272	136	218	78	297	224	168
Future Volume (vph)	143	1006	99	81	1322	272	136	218	78	297	224	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	70		0	100		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	175			105			100			240		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.987			0.974			0.961			0.936	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	3453	0	1719	3424	0	1752	3346	0	1752	3317	0
Flt Permitted	0.047			0.186			0.436			0.227		
Satd. Flow (perm)	83	3453	0	337	3424	0	804	3346	0	419	3317	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		11			24			25				
Link Speed (mph)		40			40			35			40	
Link Distance (ft)		774			525			595			3964	
Travel Time (s)		13.2			8.9			11.6			67.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	3%	5%	5%	2%	6%	3%	5%	0%	3%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	1139	0	84	1643	0	140	305	0	306	404	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	18.0	97.0		14.0	93.0		19.0	22.0		27.0	30.0	
Total Split (%)	11.3%	60.6%		8.8%	58.1%		11.9%	13.8%		16.9%	18.8%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	107.3	93.5		99.4	88.7		32.3	15.9		45.4	25.4	
Actuated g/C Ratio	0.67	0.58		0.62	0.55		0.20	0.10		0.28	0.16	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.80	0.56		0.30	0.86		0.57	0.86		0.97	0.77	
Control Delay	67.3	21.9		12.2	36.1		55.2	87.6		95.1	75.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	67.3	21.9		12.2	36.1		55.2	87.6		95.1	75.1	
LOS	E	C		B	D		E	F		F	E	
Approach Delay		27.1			35.0			77.4			83.7	
Approach LOS		C			C			E			F	
Queue Length 50th (ft)	97	372		29	761		115	154		280	218	
Queue Length 95th (ft)	#203	451		49	877		179	#236		#457	#292	
Internal Link Dist (ft)		694			445			515			3884	
Turn Bay Length (ft)	155			70			100			175		
Base Capacity (vph)	199	2021		305	1909		261	357		314	527	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.74	0.56		0.28	0.86		0.54	0.85		0.97	0.77	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 157 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 45.4 Intersection LOS: D
Intersection Capacity Utilization 94.8% ICU Level of Service F
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Shermer Road & Willow Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
4: Shermer Road & Woodlawn Road/Site Access Drive 07/14/2022

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	10	0	0	1	20	567	1	1	619	9
Future Vol, veh/h	9	0	10	0	0	1	20	567	1	1	619	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	75	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	11	0	0	0	0	0	0	1	0	0	2	0
Mvmt Flow	9	0	10	0	0	1	21	585	1	1	638	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1273	1273	643	1278	1277	586	647	0	0	586	0	0
Stage 1	645	645	-	628	628	-	-	-	-	-	-	-
Stage 2	628	628	-	650	649	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	138	169	477	144	168	514	948	-	-	999	-	-
Stage 1	446	471	-	474	479	-	-	-	-	-	-	-
Stage 2	456	479	-	461	469	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	135	165	477	138	164	514	948	-	-	999	-	-
Mov Cap-2 Maneuver	262	289	-	138	164	-	-	-	-	-	-	-
Stage 1	436	471	-	464	468	-	-	-	-	-	-	-
Stage 2	445	468	-	451	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.1	12	0.3	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	948	-	-	343	-	514	999	-	-
HCM Lane V/C Ratio	0.022	-	-	0.057	-	0.002	0.001	-	-
HCM Control Delay (s)	8.9	-	-	16.1	0	12	8.6	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-	0	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
5: Shermer Road & Farnsworth Lane

07/14/2022

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	1	25	13	3	18	18	559	1	20	587	22
Future Vol, veh/h	11	1	25	13	3	18	18	559	1	20	587	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	50	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	5	1	0
Mvmt Flow	12	1	26	14	3	19	19	588	1	21	618	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1310	1299	630	1312	1310	589	641	0	0	589	0	0
Stage 1	672	672	-	627	627	-	-	-	-	-	-	-
Stage 2	638	627	-	685	683	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.245	-	-
Pot Cap-1 Maneuver	137	163	485	137	160	512	953	-	-	972	-	-
Stage 1	449	458	-	475	479	-	-	-	-	-	-	-
Stage 2	468	479	-	441	452	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	126	156	485	125	153	512	953	-	-	972	-	-
Mov Cap-2 Maneuver	126	156	-	125	153	-	-	-	-	-	-	-
Stage 1	440	448	-	466	469	-	-	-	-	-	-	-
Stage 2	439	469	-	407	442	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.6	24	0.3	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	255	129	512	972	-	-
HCM Lane V/C Ratio	0.02	-	-	0.153	0.131	0.037	0.022	-	-
HCM Control Delay (s)	8.9	-	-	21.6	37.1	12.3	8.8	-	-
HCM Lane LOS	A	-	-	C	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.4	0.1	0.1	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
6: Western Avenue & Woodlawn Road 07/14/2022

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	4	1	3	2	18	4	136	3	8	148	11
Future Vol, veh/h	6	4	1	3	2	18	4	136	3	8	148	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	7	5	1	4	2	22	5	166	4	10	180	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	397	387	187	388	391	168	193	0	0	170	0	0
Stage 1	207	207	-	178	178	-	-	-	-	-	-	-
Stage 2	190	180	-	210	213	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	567	551	860	574	548	881	1392	-	-	1420	-	-
Stage 1	800	734	-	828	756	-	-	-	-	-	-	-
Stage 2	816	754	-	797	730	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	546	544	860	564	541	881	1392	-	-	1420	-	-
Mov Cap-2 Maneuver	546	544	-	564	541	-	-	-	-	-	-	-
Stage 1	797	728	-	825	753	-	-	-	-	-	-	-
Stage 2	790	751	-	784	724	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	9.8	0.2	0.4
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1392	-	-	564	781	1420	-	-
HCM Lane V/C Ratio	0.004	-	-	0.024	0.036	0.007	-	-
HCM Control Delay (s)	7.6	0	-	11.5	9.8	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
7: Penfold Place & Woodlawn Road

07/14/2022

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	14	0	1	22	2	4	4	1	1	8	1
Future Vol, veh/h	1	14	0	1	22	2	4	4	1	1	8	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	65	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	22	0	2	34	3	6	6	2	2	13	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	37	0	0	22	0	0	73	67	22	70	66	36
Stage 1	-	-	-	-	-	-	26	26	-	40	40	-
Stage 2	-	-	-	-	-	-	47	41	-	30	26	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1587	-	-	1607	-	-	923	828	1061	927	829	1042
Stage 1	-	-	-	-	-	-	997	878	-	980	866	-
Stage 2	-	-	-	-	-	-	972	865	-	992	878	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1587	-	-	1607	-	-	909	826	1061	919	827	1042
Mov Cap-2 Maneuver	-	-	-	-	-	-	909	826	-	919	827	-
Stage 1	-	-	-	-	-	-	996	877	-	979	865	-
Stage 2	-	-	-	-	-	-	956	864	-	982	877	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.3	9.1	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	884	1587	-	-	1607	-	-	853
HCM Lane V/C Ratio	0.016	0.001	-	-	0.001	-	-	0.018
HCM Control Delay (s)	9.1	7.3	0	-	7.2	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
8: Shermer Road & South Site Access Drive 07/14/2022

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	588	0	0	629
Future Vol, veh/h	0	0	588	0	0	629
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	0	619	0	0	662

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1281	619	0	0	619	0
Stage 1	619	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	184	492	-	-	971	-
Stage 1	541	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	184	492	-	-	971	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	517	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	971	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Capacity Analysis Summary Sheets

Year 2028 No-Build Weekday Morning Peak Hour

Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access 07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	30	177	5	3	4	94	332	6	57	380	57
Future Volume (vph)	98	30	177	5	3	4	94	332	6	57	380	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	40		0	0		0	155		155	85		140
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	70			25			55			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.872			0.955				0.850			0.850
Flt Protected	0.950				0.980		0.950			0.950		
Satd. Flow (prot)	1770	1600	0	0	1778	0	1752	1852	1615	1805	1923	1538
Flt Permitted	0.750				0.844		0.440			0.550		
Satd. Flow (perm)	1397	1600	0	0	1531	0	812	1852	1615	1045	1923	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		188			4				79			79
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		136			160			478			380	
Travel Time (s)		3.1			4.4			10.9			10.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	7%	3%	0%	0%	0%	3%	8%	0%	0%	4%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	220	0	0	12	0	100	353	6	61	404	61
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0	15.0	3.0	15.0	15.0
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	22.0	22.0	6.5	21.0	21.0
Total Split (s)	26.0	26.0		26.0	26.0		10.0	54.0	54.0	10.0	54.0	54.0
Total Split (%)	28.9%	28.9%		28.9%	28.9%		11.1%	60.0%	60.0%	11.1%	60.0%	60.0%
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5	1.5	0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	12.0	12.0			12.0		36.9	30.8	30.8	35.9	28.5	28.5
Actuated g/C Ratio	0.20	0.20			0.20		0.60	0.50	0.50	0.59	0.47	0.47

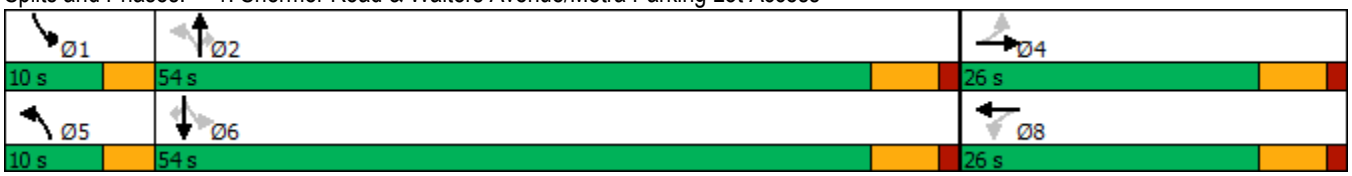
Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access 07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.38	0.47			0.04		0.17	0.38	0.01	0.09	0.45	0.08
Control Delay	30.3	10.7			21.8		4.9	11.5	0.0	4.5	13.2	2.0
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	10.7			21.8		4.9	11.5	0.0	4.5	13.2	2.0
LOS	C	B			C		A	B	A	A	B	A
Approach Delay		17.0			21.8			9.9			10.9	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)	34	10			2		11	80	0	6	95	0
Queue Length 95th (ft)	98	75			18		32	163	0	22	188	12
Internal Link Dist (ft)		56			80			398			300	
Turn Bay Length (ft)	40						155		155	85		140
Base Capacity (vph)	502	695			553		600	1460	1290	705	1516	1230
Starvation Cap Reductn	0	0			0		0	0	0	0	0	0
Spillback Cap Reductn	0	0			0		0	0	0	0	0	0
Storage Cap Reductn	0	0			0		0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.32			0.02		0.17	0.24	0.00	0.09	0.27	0.05

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 61.1			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			

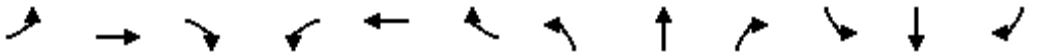
Splits and Phases: 1: Shermer Road & Walters Avenue/Metra Parking Lot Access



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

07/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	226	294	123	149	67	215	445	87	92	596	66
Future Volume (vph)	95	226	294	123	149	67	215	445	87	92	596	66
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		195	120		0	205		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	180			180			160			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.954			0.975			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1961	1524	1671	1715	0	1671	3284	0	1770	3446	0
Flt Permitted	0.355			0.482			0.135			0.276		
Satd. Flow (perm)	661	1961	1524	848	1715	0	238	3284	0	514	3446	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			99		23			23			12	
Link Speed (mph)		35			35			40			35	
Link Distance (ft)		674			553			3964			470	
Travel Time (s)		13.1			10.8			67.6			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	6%	8%	6%	5%	8%	7%	8%	2%	3%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	301	392	164	288	0	287	709	0	123	883	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0	6.5	6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	17.0	42.0	14.0	10.0	35.0		14.0	34.0		14.0	34.0	
Total Split (%)	17.0%	42.0%	14.0%	10.0%	35.0%		14.0%	34.0%		14.0%	34.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Act Effct Green (s)	37.0	25.5	42.1	31.4	22.3		42.8	29.8		39.1	27.9	
Actuated g/C Ratio	0.41	0.28	0.47	0.35	0.25		0.48	0.33		0.44	0.31	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

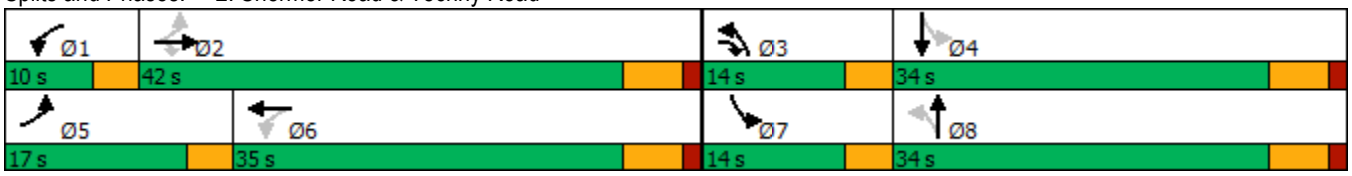
07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.32	0.54	0.51	0.46	0.65		1.02	0.64		0.36	0.82	
Control Delay	17.7	30.4	14.3	21.9	35.2		83.1	29.4		17.2	36.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.7	30.4	14.3	21.9	35.2		83.1	29.4		17.2	36.9	
LOS	B	C	B	C	D		F	C		B	D	
Approach Delay		20.7			30.4			44.9			34.5	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	43	143	108	58	134		~116	171		36	237	
Queue Length 95th (ft)	63	174	133	79	178		#240	217		66	281	
Internal Link Dist (ft)		594			473			3884			390	
Turn Bay Length (ft)	145		195	120			205			100		
Base Capacity (vph)	448	792	768	356	574		282	1107		383	1091	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.38	0.51	0.46	0.50		1.02	0.64		0.32	0.81	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 89.7
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 33.6 Intersection LOS: C
Intersection Capacity Utilization 66.5% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Shermer Road & Techny Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	1543	98	69	652	228	76	202	54	300	134	110
Future Volume (vph)	227	1543	98	69	652	228	76	202	54	300	134	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	70		0	100		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	175			105			100			240		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.991			0.961			0.969			0.932	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1626	3401	0	1752	3264	0	1504	3250	0	1671	3037	0
Flt Permitted	0.215			0.051			0.591			0.334		
Satd. Flow (perm)	368	3401	0	94	3264	0	936	3250	0	588	3037	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		6			45			18				
Link Speed (mph)		40			40			35			40	
Link Distance (ft)		774			525			595			3964	
Travel Time (s)		13.2			8.9			11.6			67.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	11%	5%	8%	3%	5%	10%	20%	7%	10%	8%	9%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	241	1745	0	73	937	0	81	272	0	319	260	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	21.0	85.0		15.0	79.0		18.0	26.0		24.0	32.0	
Total Split (%)	14.0%	56.7%		10.0%	52.7%		12.0%	17.3%		16.0%	21.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	99.1	84.8		89.6	78.9		31.1	17.4		43.9	26.7	
Actuated g/C Ratio	0.66	0.57		0.60	0.53		0.21	0.12		0.29	0.18	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.67	0.91		0.50	0.54		0.34	0.69		1.00	0.48	
Control Delay	20.0	37.5		31.8	24.4		43.7	68.8		97.1	58.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.0	37.5		31.8	24.4		43.7	68.8		97.1	58.9	
LOS	C	D		C	C		D	E		F	E	
Approach Delay		35.4			24.9			63.0			79.9	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	89	772		24	299		59	127		273	121	
Queue Length 95th (ft)	136	#1042		74	392		104	176		#405	171	
Internal Link Dist (ft)		694			445			515			3884	
Turn Bay Length (ft)	155			70			100			175		
Base Capacity (vph)	389	1926		185	1738		269	448		320	540	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.62	0.91		0.39	0.54		0.30	0.61		1.00	0.48	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 69 (46%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 41.8 Intersection LOS: D
Intersection Capacity Utilization 90.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Shermer Road & Willow Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
4: Shermer Road & Woodlawn Road/Site Access Drive 07/14/2022

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	32	0	0	1	21	511	2	1	650	5
Future Vol, veh/h	3	0	32	0	0	1	21	511	2	1	650	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	75	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	33	0	3	0	0	0	0	7	50	0	3	0
Mvmt Flow	4	0	42	0	0	1	27	664	3	1	844	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1569	1570	847	1590	1572	666	850	0	0	667	0	0
Stage 1	849	849	-	720	720	-	-	-	-	-	-	-
Stage 2	720	721	-	870	852	-	-	-	-	-	-	-
Critical Hdwy	7.43	6.5	6.23	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.797	4	3.327	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	76	112	360	88	111	463	797	-	-	932	-	-
Stage 1	315	380	-	422	435	-	-	-	-	-	-	-
Stage 2	374	435	-	349	379	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	74	108	360	76	107	463	797	-	-	932	-	-
Mov Cap-2 Maneuver	184	231	-	76	107	-	-	-	-	-	-	-
Stage 1	304	380	-	408	420	-	-	-	-	-	-	-
Stage 2	360	420	-	308	379	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.5	12.8	0.4	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	797	-	-	333	-	463	932	-	-
HCM Lane V/C Ratio	0.034	-	-	0.137	-	0.003	0.001	-	-
HCM Control Delay (s)	9.7	-	-	17.5	0	12.8	8.9	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	-	0	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
5: Shermer Road & Farnsworth Lane 07/14/2022

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	39	6	0	7	26	521	10	9	667	5
Future Vol, veh/h	5	0	39	6	0	7	26	521	10	9	667	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	50	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	3	0	0	0	0	7	10	11	3	20
Mvmt Flow	7	0	52	8	0	9	35	695	13	12	889	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1693	1695	893	1715	1692	702	896	0	0	708	0	0
Stage 1	917	917	-	772	772	-	-	-	-	-	-	-
Stage 2	776	778	-	943	920	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.23	7.1	6.5	6.2	4.1	-	-	4.21	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.327	3.5	4	3.3	2.2	-	-	2.299	-	-
Pot Cap-1 Maneuver	74	94	339	72	94	442	766	-	-	850	-	-
Stage 1	329	354	-	395	412	-	-	-	-	-	-	-
Stage 2	393	410	-	318	352	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	69	88	339	58	88	442	766	-	-	850	-	-
Mov Cap-2 Maneuver	69	88	-	58	88	-	-	-	-	-	-	-
Stage 1	314	349	-	377	393	-	-	-	-	-	-	-
Stage 2	367	391	-	265	347	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.3	42.6	0.5	0.1
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	766	-	-	235	58	442	850	-	-
HCM Lane V/C Ratio	0.045	-	-	0.25	0.138	0.021	0.014	-	-
HCM Control Delay (s)	9.9	-	-	25.3	76.8	13.3	9.3	-	-
HCM Lane LOS	A	-	-	D	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.4	0.1	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
6: Western Avenue & Woodlawn Road 07/14/2022

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	5	4	3	9	6	3	72	2	12	230	3
Future Vol, veh/h	6	5	4	3	9	6	3	72	2	12	230	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0	0	6	50	8	1	0
Mvmt Flow	8	6	5	4	12	8	4	94	3	16	299	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	447	438	301	443	439	96	303	0	0	97	0	0
Stage 1	333	333	-	104	104	-	-	-	-	-	-	-
Stage 2	114	105	-	339	335	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.18	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.272	-	-
Pot Cap-1 Maneuver	525	515	743	528	515	966	1269	-	-	1460	-	-
Stage 1	685	647	-	907	813	-	-	-	-	-	-	-
Stage 2	896	812	-	680	646	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	506	507	743	513	507	966	1269	-	-	1460	-	-
Mov Cap-2 Maneuver	506	507	-	513	507	-	-	-	-	-	-	-
Stage 1	683	639	-	904	811	-	-	-	-	-	-	-
Stage 2	873	810	-	660	638	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	11.2	0.3	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1269	-	-	553	604	1460	-	-
HCM Lane V/C Ratio	0.003	-	-	0.035	0.039	0.011	-	-
HCM Control Delay (s)	7.8	0	-	11.7	11.2	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
7: Penfold Place & Woodlawn Road 07/14/2022

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	24	2	0	19	1	0	8	2	4	8	0
Future Vol, veh/h	2	24	2	0	19	1	0	8	2	4	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	0	8	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	3	37	3	0	29	2	0	12	3	6	12	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	31	0	0	40	0	0	81	76	39	82	76	30
Stage 1	-	-	-	-	-	-	45	45	-	30	30	-
Stage 2	-	-	-	-	-	-	36	31	-	52	46	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1595	-	-	1583	-	-	912	818	1038	910	818	1050
Stage 1	-	-	-	-	-	-	974	861	-	992	874	-
Stage 2	-	-	-	-	-	-	985	873	-	966	861	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1595	-	-	1583	-	-	900	816	1038	895	816	1050
Mov Cap-2 Maneuver	-	-	-	-	-	-	900	816	-	895	816	-
Stage 1	-	-	-	-	-	-	972	859	-	990	874	-
Stage 2	-	-	-	-	-	-	971	873	-	947	859	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	9.3	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	852	1595	-	-	1583	-	-	841
HCM Lane V/C Ratio	0.018	0.002	-	-	-	-	-	0.022
HCM Control Delay (s)	9.3	7.3	0	-	0	-	-	9.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	528	0	0	677
Future Vol, veh/h	0	0	528	0	0	677
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	7	0	0	3
Mvmt Flow	0	0	556	0	0	713

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1269	556	0	0	556	0
Stage 1	556	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	188	534	-	-	1025	-
Stage 1	578	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	188	534	-	-	1025	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	489	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1025	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Capacity Analysis Summary Sheets

Year 2028 No-Build Weekday Afternoon Peak Hour

Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	7	116	5	6	5	155	486	2	2	442	99
Future Volume (vph)	56	7	116	5	6	5	155	486	2	2	442	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	40		0	0		0	155		155	85		140
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	70			25			55			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.859			0.957				0.850			0.850
Flt Protected	0.950				0.984		0.950			0.950		
Satd. Flow (prot)	1770	1573	0	0	1789	0	1752	1961	1615	1805	1887	1568
Flt Permitted	0.745				0.845		0.377			0.458		
Satd. Flow (perm)	1388	1573	0	0	1536	0	695	1961	1615	870	1887	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		132			6				79			113
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		136			160			478			380	
Travel Time (s)		3.1			4.4			10.9			10.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	4%	0%	0%	0%	3%	2%	0%	0%	6%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	140	0	0	19	0	176	552	2	2	502	113
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0	15.0	3.0	15.0	15.0
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	22.0	22.0	6.5	21.0	21.0
Total Split (s)	26.0	26.0		26.0	26.0		10.0	54.0	54.0	10.0	54.0	54.0
Total Split (%)	28.9%	28.9%		28.9%	28.9%		11.1%	60.0%	60.0%	11.1%	60.0%	60.0%
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5	1.5	0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	10.6	10.6			10.6		49.8	48.2	48.2	45.3	36.5	36.5
Actuated g/C Ratio	0.16	0.16			0.16		0.75	0.73	0.73	0.69	0.55	0.55

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

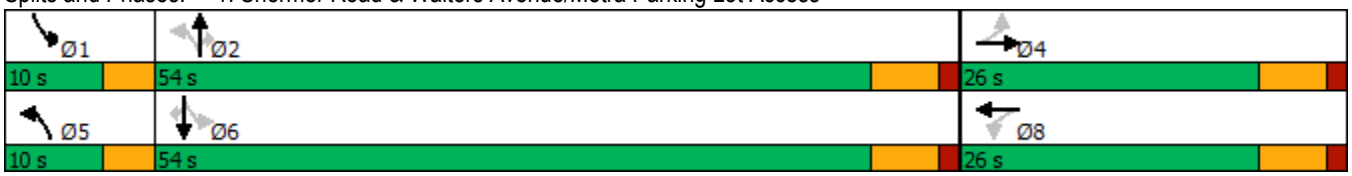
Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access 07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.29	0.39			0.08		0.28	0.39	0.00	0.00	0.48	0.12
Control Delay	33.5	10.9			25.2		4.3	7.0	0.0	3.0	11.5	2.1
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	10.9			25.2		4.3	7.0	0.0	3.0	11.5	2.1
LOS	C	B			C		A	A	A	A	B	A
Approach Delay		18.0			25.2			6.4			9.8	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)	25	3			5		18	83	0	0	122	0
Queue Length 95th (ft)	65	49			24		40	223	0	2	208	19
Internal Link Dist (ft)		56			80			398			300	
Turn Bay Length (ft)	40						155		155	85		140
Base Capacity (vph)	460	610			513		637	1488	1245	710	1382	1178
Starvation Cap Reductn	0	0			0		0	0	0	0	0	0
Spillback Cap Reductn	0	0			0		0	0	0	0	0	0
Storage Cap Reductn	0	0			0		0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.23			0.04		0.28	0.37	0.00	0.00	0.36	0.10

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 66.1
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 9.4 Intersection LOS: A
Intersection Capacity Utilization 52.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Shermer Road & Walters Avenue/Metra Parking Lot Access



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	225	208	83	281	115	278	568	151	94	441	94
Future Volume (vph)	150	225	208	83	281	115	278	568	151	94	441	94
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		195	120		0	205		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	180			180			160			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.957			0.969			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1980	1568	1736	1751	0	1719	3382	0	1787	3387	0
Flt Permitted	0.155			0.591			0.227			0.150		
Satd. Flow (perm)	286	1980	1568	1080	1751	0	411	3382	0	282	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			194		21			33			25	
Link Speed (mph)		35			35			40			35	
Link Distance (ft)		674			553			3964			470	
Travel Time (s)		13.1			10.8			67.6			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	1%	3%	4%	5%	1%	5%	3%	5%	1%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	183	274	254	101	483	0	339	877	0	115	653	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0	6.5	6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	17.0	42.0	14.0	10.0	35.0		14.0	34.0		14.0	34.0	
Total Split (%)	17.0%	42.0%	14.0%	10.0%	35.0%		14.0%	34.0%		14.0%	34.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Act Effct Green (s)	46.5	36.2	52.7	37.5	28.6		41.2	28.3		38.0	26.6	
Actuated g/C Ratio	0.48	0.37	0.54	0.39	0.30		0.43	0.29		0.39	0.28	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.58	0.37	0.27	0.22	0.91		1.07	0.87		0.46	0.69	
Control Delay	22.3	24.8	4.3	15.9	55.2		95.2	42.4		22.8	34.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.3	24.8	4.3	15.9	55.2		95.2	42.4		22.8	34.6	
LOS	C	C	A	B	E		F	D		C	C	
Approach Delay		16.8			48.4			57.1			32.9	
Approach LOS		B			D			E			C	
Queue Length 50th (ft)	65	128	18	34	285		~152	266		42	185	
Queue Length 95th (ft)	97	176	45	57	#408		#282	311		69	221	
Internal Link Dist (ft)		594			473			3884			390	
Turn Bay Length (ft)	145		195	120			205			100		
Base Capacity (vph)	342	752	943	464	541		317	1014		279	1001	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.54	0.36	0.27	0.22	0.89		1.07	0.86		0.41	0.65	

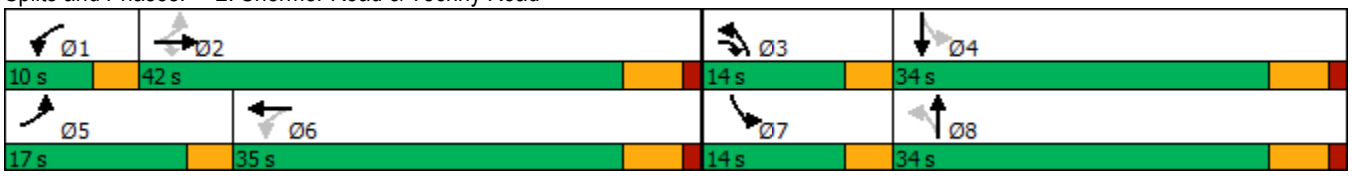
Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 96.7
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 41.1 Intersection LOS: D
Intersection Capacity Utilization 77.4% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

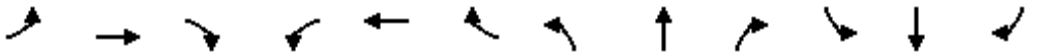
Splits and Phases: 2: Shermer Road & Techny Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

07/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	1157	108	98	1145	318	125	172	94	343	212	193
Future Volume (vph)	141	1157	108	98	1145	318	125	172	94	343	212	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	70		0	100		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	175			105			100			240		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.987			0.967			0.947			0.929	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3412	0	1687	3375	0	1687	3223	0	1736	3209	0
Flt Permitted	0.065			0.127			0.379			0.256		
Satd. Flow (perm)	115	3412	0	226	3375	0	673	3223	0	468	3209	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		10			35			51				
Link Speed (mph)		40			40			35			40	
Link Distance (ft)		774			525			595			3964	
Travel Time (s)		13.2			8.9			11.6			67.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	4%	9%	7%	3%	5%	7%	5%	8%	4%	5%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	150	1346	0	104	1556	0	133	283	0	365	431	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	18.0	97.0		14.0	93.0		19.0	22.0		27.0	30.0	
Total Split (%)	11.3%	60.6%		8.8%	58.1%		11.9%	13.8%		16.9%	18.8%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	107.6	93.3		100.9	89.7		31.8	15.4		44.9	25.1	
Actuated g/C Ratio	0.67	0.58		0.63	0.56		0.20	0.10		0.28	0.16	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.75	0.68		0.47	0.82		0.60	0.79		1.15	0.86	
Control Delay	50.5	25.2		16.6	32.8		57.4	74.3		143.2	82.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	50.5	25.2		16.6	32.8		57.4	74.3		143.2	82.6	
LOS	D	C		B	C		E	E		F	F	
Approach Delay		27.7			31.8			68.9			110.4	
Approach LOS		C			C			E			F	
Queue Length 50th (ft)	78	494		36	683		109	126		~374	236	
Queue Length 95th (ft)	#163	590		60	798		172	#185		#585	#334	
Internal Link Dist (ft)		694			445			515			3884	
Turn Bay Length (ft)	155			70			100			175		
Base Capacity (vph)	219	1993		240	1906		239	368		317	503	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.68	0.68		0.43	0.82		0.56	0.77		1.15	0.86	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 157 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 48.2 Intersection LOS: D
Intersection Capacity Utilization 93.0% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Shermer Road & Willow Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
4: Shermer Road & Woodlawn Road/Site Access Drive 07/14/2022

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	1	24	0	0	1	36	752	0	2	564	13
Future Vol, veh/h	8	1	24	0	0	1	36	752	0	2	564	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	75	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	25	0	4	0	0	0	0	3	0	0	4	0
Mvmt Flow	10	1	29	0	0	1	44	917	0	2	688	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1706	1705	696	1720	1713	917	704	0	0	917	0	0
Stage 1	700	700	-	1005	1005	-	-	-	-	-	-	-
Stage 2	1006	1005	-	715	708	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.5	6.24	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.35	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4	3.336	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	63	92	438	71	91	332	903	-	-	752	-	-
Stage 1	395	444	-	294	322	-	-	-	-	-	-	-
Stage 2	264	322	-	425	441	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	87	438	63	86	332	903	-	-	752	-	-
Mov Cap-2 Maneuver	162	202	-	63	86	-	-	-	-	-	-	-
Stage 1	376	443	-	280	306	-	-	-	-	-	-	-
Stage 2	250	306	-	394	440	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.7	15.9	0.4	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	903	-	-	302	-	332	752	-	-
HCM Lane V/C Ratio	0.049	-	-	0.133	-	0.004	0.003	-	-
HCM Control Delay (s)	9.2	-	-	18.7	0	15.9	9.8	-	-
HCM Lane LOS	A	-	-	C	A	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	-	0	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
5: Shermer Road & Farnsworth Lane

07/14/2022

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	3	28	14	4	20	43	748	25	23	552	13
Future Vol, veh/h	21	3	28	14	4	20	43	748	25	23	552	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	50	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	33	0	0	0	5	2	3	4	0	5	8
Mvmt Flow	26	4	35	17	5	25	53	923	31	28	681	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1805	1805	689	1810	1798	939	697	0	0	954	0	0
Stage 1	745	745	-	1045	1045	-	-	-	-	-	-	-
Stage 2	1060	1060	-	765	753	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.83	6.2	7.1	6.5	6.25	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.83	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.83	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.297	3.3	3.5	4	3.345	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	62	66	449	62	81	316	899	-	-	729	-	-
Stage 1	409	378	-	279	308	-	-	-	-	-	-	-
Stage 2	273	265	-	399	420	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	50	60	449	51	73	316	899	-	-	729	-	-
Mov Cap-2 Maneuver	50	60	-	51	73	-	-	-	-	-	-	-
Stage 1	385	364	-	263	290	-	-	-	-	-	-	-
Stage 2	233	249	-	351	404	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	93.9	60.9	0.5	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	899	-	-	98	55	316	729	-	-
HCM Lane V/C Ratio	0.059	-	-	0.655	0.404	0.078	0.039	-	-
HCM Control Delay (s)	9.3	-	-	93.9	109.2	17.4	10.1	-	-
HCM Lane LOS	A	-	-	F	F	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	3.2	1.5	0.3	0.1	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
6: Western Avenue & Woodlawn Road 07/14/2022

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	10	3	5	14	24	11	190	4	8	121	6
Future Vol, veh/h	8	10	3	5	14	24	11	190	4	8	121	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	13	10	0	0	0	4	9	1	25	13	2	0
Mvmt Flow	11	14	4	7	20	34	15	268	6	11	170	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	524	500	174	506	501	271	178	0	0	274	0	0
Stage 1	196	196	-	301	301	-	-	-	-	-	-	-
Stage 2	328	304	-	205	200	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.6	6.2	7.1	6.5	6.24	4.19	-	-	4.23	-	-
Critical Hdwy Stg 1	6.23	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.09	3.3	3.5	4	3.336	2.281	-	-	2.317	-	-
Pot Cap-1 Maneuver	447	461	875	480	475	763	1357	-	-	1228	-	-
Stage 1	781	724	-	712	669	-	-	-	-	-	-	-
Stage 2	662	649	-	802	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	406	450	875	458	464	763	1357	-	-	1228	-	-
Mov Cap-2 Maneuver	406	450	-	458	464	-	-	-	-	-	-	-
Stage 1	771	717	-	703	660	-	-	-	-	-	-	-
Stage 2	606	641	-	775	732	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	11.8	0.4	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1357	-	-	463	593	1228	-	-
HCM Lane V/C Ratio	0.011	-	-	0.064	0.102	0.009	-	-
HCM Control Delay (s)	7.7	0	-	13.3	11.8	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
7: Penfold Place & Woodlawn Road 07/14/2022

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	26	3	0	39	6	10	16	5	1	7	3
Future Vol, veh/h	2	26	3	0	39	6	10	16	5	1	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	54	54	54	54	54	54	54	54	54
Heavy Vehicles, %	0	12	0	0	0	0	10	0	0	0	14	0
Mvmt Flow	4	48	6	0	72	11	19	30	9	2	13	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	54	0	0	146	142	51	157	140	78
Stage 1	-	-	-	-	-	-	59	59	-	78	78	-
Stage 2	-	-	-	-	-	-	87	83	-	79	62	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.2	6.5	6.2	7.1	6.64	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.5	-	6.1	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.5	-	6.1	5.64	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.59	4	3.3	3.5	4.126	3.3
Pot Cap-1 Maneuver	1527	-	-	1564	-	-	805	753	1023	814	729	988
Stage 1	-	-	-	-	-	-	933	850	-	936	807	-
Stage 2	-	-	-	-	-	-	901	830	-	935	820	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1527	-	-	1564	-	-	788	751	1023	781	727	988
Mov Cap-2 Maneuver	-	-	-	-	-	-	788	751	-	781	727	-
Stage 1	-	-	-	-	-	-	930	847	-	933	807	-
Stage 2	-	-	-	-	-	-	882	830	-	891	818	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	9.9	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	797	1527	-	-	1564	-	-	789
HCM Lane V/C Ratio	0.072	0.002	-	-	-	-	-	0.026
HCM Control Delay (s)	9.9	7.4	0	-	0	-	-	9.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
8: Shermer Road & South Site Access Drive 07/14/2022

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	785	0	0	583
Future Vol, veh/h	0	0	785	0	0	583
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	5
Mvmt Flow	0	0	826	0	0	614

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1440	826	0	0	826	0
Stage 1	826	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	148	375	-	-	813	-
Stage 1	433	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	148	375	-	-	813	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	433	-	-	-	-	-
Stage 2	544	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	813	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Capacity Analysis Summary Sheets

Year 2028 No-Build Weekday Evening Peak Hour

Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	5	108	7	25	5	125	448	0	6	448	107
Future Volume (vph)	76	5	108	7	25	5	125	448	0	6	448	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	40		0	0		0	155		155	85		140
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	70			25			55			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.857			0.981							0.850
Flt Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1805	1569	0	0	1847	0	1805	1980	1900	1805	1961	1583
Flt Permitted	0.730				0.908		0.391			0.481		
Satd. Flow (perm)	1387	1569	0	0	1692	0	743	1980	1900	914	1961	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		120			6							119
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		136			160			478			380	
Travel Time (s)		3.1			4.4			10.9			10.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	0%	1%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	126	0	0	42	0	139	498	0	7	498	119
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0	15.0	3.0	15.0	15.0
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	22.0	22.0	6.5	21.0	21.0
Total Split (s)	26.0	26.0		26.0	26.0		10.0	54.0	54.0	10.0	54.0	54.0
Total Split (%)	28.9%	28.9%		28.9%	28.9%		11.1%	60.0%	60.0%	11.1%	60.0%	60.0%
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5	1.5	0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	11.4	11.4			11.4		50.0	48.4		47.2	42.5	42.5
Actuated g/C Ratio	0.17	0.17			0.17		0.74	0.72		0.70	0.63	0.63

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

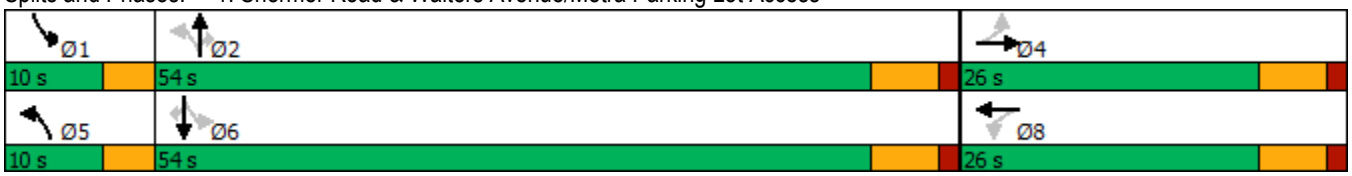
Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access 07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.36	0.35			0.14		0.21	0.35		0.01	0.40	0.11
Control Delay	34.2	10.3			26.9		4.3	7.2		3.5	10.9	2.2
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	34.2	10.3			26.9		4.3	7.2		3.5	10.9	2.2
LOS	C	B			C		A	A		A	B	A
Approach Delay		19.9			26.9			6.6			9.2	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)	33	2			14		15	77		1	123	0
Queue Length 95th (ft)	83	48			44		37	215		4	221	22
Internal Link Dist (ft)		56			80			398			300	
Turn Bay Length (ft)	40						155			85		140
Base Capacity (vph)	449	589			552		664	1488		744	1423	1181
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.19	0.21			0.08		0.21	0.33		0.01	0.35	0.10

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 67.3
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 10.1 Intersection LOS: B
Intersection Capacity Utilization 53.5% ICU Level of Service A
Analysis Period (min) 15

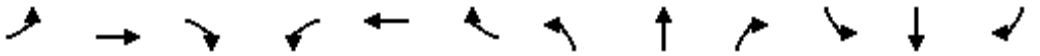
Splits and Phases: 1: Shermer Road & Walters Avenue/Metra Parking Lot Access



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

07/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	212	180	137	379	121	209	384	73	112	430	131
Future Volume (vph)	89	212	180	137	379	121	209	384	73	112	430	131
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		195	120		0	205		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	180			180			160			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.964			0.976			0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	2000	1482	1626	1800	0	1752	3461	0	1752	3415	0
Flt Permitted	0.165			0.580			0.261			0.448		
Satd. Flow (perm)	310	2000	1482	993	1800	0	481	3461	0	826	3415	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			189		16			22			40	
Link Speed (mph)		35			35			40			35	
Link Distance (ft)		674			553			3964			470	
Travel Time (s)		13.1			10.8			67.6			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	9%	11%	2%	1%	3%	1%	6%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	223	189	144	526	0	220	481	0	118	591	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0	6.5	6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	17.0	42.0	14.0	10.0	35.0		14.0	34.0		14.0	34.0	
Total Split (%)	17.0%	42.0%	14.0%	10.0%	35.0%		14.0%	34.0%		14.0%	34.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Act Effct Green (s)	40.2	29.2	45.4	37.0	29.5		37.3	26.8		34.4	23.1	
Actuated g/C Ratio	0.46	0.33	0.51	0.42	0.33		0.42	0.30		0.39	0.26	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

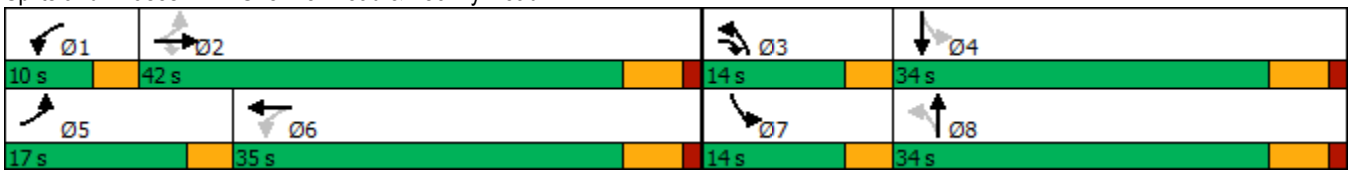
07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.33	0.34	0.22	0.31	0.86		0.63	0.45		0.29	0.64	
Control Delay	17.1	24.5	2.6	17.1	45.2		25.7	27.0		17.4	30.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.1	24.5	2.6	17.1	45.2		25.7	27.0		17.4	30.8	
LOS	B	C	A	B	D		C	C		B	C	
Approach Delay		15.0			39.1			26.6			28.6	
Approach LOS		B			D			C			C	
Queue Length 50th (ft)	29	96	0	47	286		78	116		40	148	
Queue Length 95th (ft)	60	162	32	88	#531		136	173		76	212	
Internal Link Dist (ft)		594			473			3884			390	
Turn Bay Length (ft)	145		195	120			205			100		
Base Capacity (vph)	377	830	863	463	612		357	1134		451	1130	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.27	0.22	0.31	0.86		0.62	0.42		0.26	0.52	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 88.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 28.1 Intersection LOS: C
Intersection Capacity Utilization 76.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

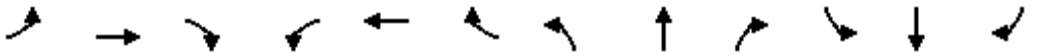
Splits and Phases: 2: Shermer Road & Techny Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

07/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	1036	102	83	1362	280	140	229	80	306	234	173
Future Volume (vph)	147	1036	102	83	1362	280	140	229	80	306	234	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	70		0	100		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	175			105			100			240		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.987			0.974			0.961			0.936	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	3453	0	1719	3424	0	1752	3345	0	1752	3318	0
Flt Permitted	0.044			0.176			0.403			0.207		
Satd. Flow (perm)	77	3453	0	318	3424	0	743	3345	0	382	3318	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		11			24			24				
Link Speed (mph)		40			40			35			40	
Link Distance (ft)		774			525			595			3964	
Travel Time (s)		13.2			8.9			11.6			67.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	3%	5%	5%	2%	6%	3%	5%	0%	3%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	1173	0	86	1693	0	144	318	0	315	419	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	18.0	97.0		14.0	93.0		19.0	22.0		27.0	30.0	
Total Split (%)	11.3%	60.6%		8.8%	58.1%		11.9%	13.8%		16.9%	18.8%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	107.3	93.3		99.1	88.4		32.5	16.0		45.5	25.5	
Actuated g/C Ratio	0.67	0.58		0.62	0.55		0.20	0.10		0.28	0.16	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

07/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.84	0.58		0.32	0.89		0.60	0.89		1.02	0.80	
Control Delay	74.6	22.4		12.6	38.5		56.7	92.2		105.6	76.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	74.6	22.4		12.6	38.5		56.7	92.2		105.6	76.8	
LOS	E	C		B	D		E	F		F	E	
Approach Delay		28.4			37.3			81.1			89.2	
Approach LOS		C			D			F			F	
Queue Length 50th (ft)	107	390		29	807		118	163		~296	227	
Queue Length 95th (ft)	#222	471		50	930		184	#253		#493	#310	
Internal Link Dist (ft)		694			445			515			3884	
Turn Bay Length (ft)	155			70			100			175		
Base Capacity (vph)	196	2017		293	1902		255	356		309	527	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.78	0.58		0.29	0.89		0.56	0.89		1.02	0.80	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 157 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 48.1 Intersection LOS: D
Intersection Capacity Utilization 97.2% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Shermer Road & Willow Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
4: Shermer Road & Woodlawn Road/Site Access Drive 07/14/2022

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	10	0	0	1	21	587	1	1	643	9
Future Vol, veh/h	9	0	10	0	0	1	21	587	1	1	643	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	75	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	11	0	0	0	0	0	0	1	0	0	2	0
Mvmt Flow	9	0	10	0	0	1	22	605	1	1	663	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1320	1320	668	1325	1324	606	672	0	0	606	0	0
Stage 1	670	670	-	650	650	-	-	-	-	-	-	-
Stage 2	650	650	-	675	674	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	128	158	462	134	157	501	928	-	-	982	-	-
Stage 1	432	459	-	461	468	-	-	-	-	-	-	-
Stage 2	443	468	-	447	457	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	125	154	462	129	153	501	928	-	-	982	-	-
Mov Cap-2 Maneuver	252	279	-	129	153	-	-	-	-	-	-	-
Stage 1	422	459	-	450	457	-	-	-	-	-	-	-
Stage 2	432	457	-	437	457	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.6	12.2	0.3	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	928	-	-	331	-	501	982	-	-
HCM Lane V/C Ratio	0.023	-	-	0.059	-	0.002	0.001	-	-
HCM Control Delay (s)	9	-	-	16.6	0	12.2	8.7	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-	0	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
5: Shermer Road & Farnsworth Lane

07/14/2022

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	1	26	13	3	19	19	579	1	21	610	23
Future Vol, veh/h	11	1	26	13	3	19	19	579	1	21	610	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	50	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	5	1	0
Mvmt Flow	12	1	27	14	3	20	20	609	1	22	642	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1359	1348	654	1362	1360	610	666	0	0	610	0	0
Stage 1	698	698	-	650	650	-	-	-	-	-	-	-
Stage 2	661	650	-	712	710	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.245	-	-
Pot Cap-1 Maneuver	127	152	470	126	150	498	933	-	-	954	-	-
Stage 1	434	445	-	461	468	-	-	-	-	-	-	-
Stage 2	455	468	-	427	440	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	116	145	470	114	143	498	933	-	-	954	-	-
Mov Cap-2 Maneuver	116	145	-	114	143	-	-	-	-	-	-	-
Stage 1	425	435	-	451	458	-	-	-	-	-	-	-
Stage 2	424	458	-	392	430	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.8	25.2	0.3	0.3
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	933	-	-	242	119	498	954	-	-
HCM Lane V/C Ratio	0.021	-	-	0.165	0.142	0.04	0.023	-	-
HCM Control Delay (s)	8.9	-	-	22.8	40.2	12.5	8.9	-	-
HCM Lane LOS	A	-	-	C	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.5	0.1	0.1	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
6: Western Avenue & Woodlawn Road

07/14/2022

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	4	1	3	2	19	4	140	3	8	152	11
Future Vol, veh/h	6	4	1	3	2	19	4	140	3	8	152	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	7	5	1	4	2	23	5	171	4	10	185	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	408	397	192	398	401	173	198	0	0	175	0	0
Stage 1	212	212	-	183	183	-	-	-	-	-	-	-
Stage 2	196	185	-	215	218	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	557	544	855	566	541	876	1387	-	-	1414	-	-
Stage 1	795	731	-	823	752	-	-	-	-	-	-	-
Stage 2	810	751	-	792	726	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	535	537	855	556	535	876	1387	-	-	1414	-	-
Mov Cap-2 Maneuver	535	537	-	556	535	-	-	-	-	-	-	-
Stage 1	792	725	-	820	749	-	-	-	-	-	-	-
Stage 2	783	748	-	779	720	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	9.8	0.2	0.4
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	555	779	1414	-	-
HCM Lane V/C Ratio	0.004	-	-	0.024	0.038	0.007	-	-
HCM Control Delay (s)	7.6	0	-	11.6	9.8	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
7: Penfold Place & Woodlawn Road 07/14/2022

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	14	0	1	23	2	4	4	1	1	8	1
Future Vol, veh/h	1	14	0	1	23	2	4	4	1	1	8	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	65	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	22	0	2	36	3	6	6	2	2	13	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	22	0	0	75	69	22	72	68	38
Stage 1	-	-	-	-	-	-	26	26	-	42	42	-
Stage 2	-	-	-	-	-	-	49	43	-	30	26	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1584	-	-	1607	-	-	920	825	1061	924	826	1040
Stage 1	-	-	-	-	-	-	997	878	-	978	864	-
Stage 2	-	-	-	-	-	-	969	863	-	992	878	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1584	-	-	1607	-	-	906	823	1061	916	824	1040
Mov Cap-2 Maneuver	-	-	-	-	-	-	906	823	-	916	824	-
Stage 1	-	-	-	-	-	-	996	877	-	977	863	-
Stage 2	-	-	-	-	-	-	953	862	-	982	877	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.3	9.2	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	881	1584	-	-	1607	-	-	850
HCM Lane V/C Ratio	0.016	0.001	-	-	0.001	-	-	0.018
HCM Control Delay (s)	9.2	7.3	0	-	7.2	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	606	0	0	648
Future Vol, veh/h	0	0	606	0	0	648
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	0	638	0	0	682

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1320	638	0	0	638	0
Stage 1	638	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	175	480	-	-	956	-
Stage 1	530	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	175	480	-	-	956	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	956	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Capacity Analysis Summary Sheets

Year 2028 Total Projected Weekday Morning Peak Hour

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access

09/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	30	180	5	3	4	101	356	6	5	387	57
Future Volume (vph)	98	30	180	5	3	4	101	356	6	5	387	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	40		0	0		0	155		155	85		140
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	70			25			55			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.872			0.955				0.850			0.850
Flt Protected	0.950				0.980		0.950			0.950		
Satd. Flow (prot)	1770	1600	0	0	1778	0	1752	1852	1615	1805	1923	1538
Flt Permitted	0.750				0.842		0.413			0.537		
Satd. Flow (perm)	1397	1600	0	0	1528	0	762	1852	1615	1020	1923	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		191			4				79			79
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		136			160			478			380	
Travel Time (s)		3.1			4.4			10.9			10.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	7%	3%	0%	0%	0%	3%	8%	0%	0%	4%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	223	0	0	12	0	107	379	6	5	412	61
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0	15.0	3.0	15.0	15.0
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	22.0	22.0	6.5	21.0	21.0
Total Split (s)	26.0	26.0		26.0	26.0		10.0	54.0	54.0	10.0	54.0	54.0
Total Split (%)	28.9%	28.9%		28.9%	28.9%		11.1%	60.0%	60.0%	11.1%	60.0%	60.0%
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5	1.5	0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	12.0	12.0			12.0		38.7	35.0	35.0	35.7	28.8	28.8
Actuated g/C Ratio	0.20	0.20			0.20		0.63	0.57	0.57	0.58	0.47	0.47

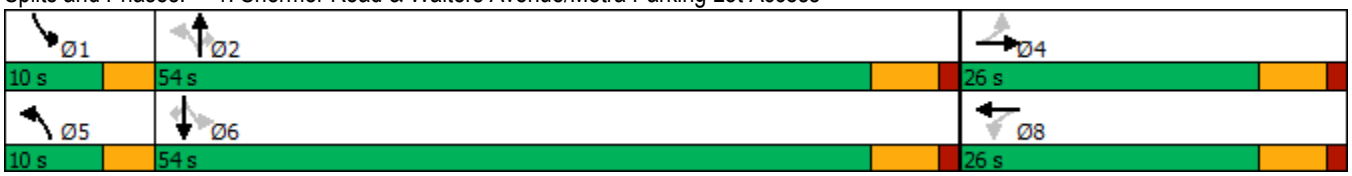
Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access 09/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.38	0.48			0.04		0.18	0.36	0.01	0.01	0.46	0.08
Control Delay	30.6	10.8			22.0		4.9	8.6	0.0	4.2	13.2	2.0
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	10.8			22.0		4.9	8.6	0.0	4.2	13.2	2.0
LOS	C	B			C		A	A	A	A	B	A
Approach Delay		17.1			22.0			7.7			11.7	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)	34	10			2		11	56	0	1	98	0
Queue Length 95th (ft)	98	75			18		34	173	0	4	192	12
Internal Link Dist (ft)		56			80			398			300	
Turn Bay Length (ft)	40						155		155	85		140
Base Capacity (vph)	499	695			549		594	1455	1286	695	1508	1223
Starvation Cap Reductn	0	0			0		0	0	0	0	0	0
Spillback Cap Reductn	0	0			0		0	0	0	0	0	0
Storage Cap Reductn	0	0			0		0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.32			0.02		0.18	0.26	0.00	0.01	0.27	0.05

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 61.5			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 51.0%		ICU Level of Service A	
Analysis Period (min) 15			

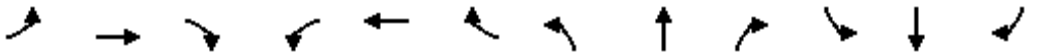
Splits and Phases: 1: Shermer Road & Walters Avenue/Metra Parking Lot Access



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	226	294	123	148	74	215	487	87	107	680	81
Future Volume (vph)	102	226	294	123	148	74	215	487	87	107	680	81
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		195	120		0	205		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	180			180			160			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.950			0.977			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1961	1524	1671	1708	0	1671	3292	0	1770	3442	0
Flt Permitted	0.338			0.492			0.134			0.235		
Satd. Flow (perm)	630	1961	1524	866	1708	0	236	3292	0	438	3442	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			92		25			20			13	
Link Speed (mph)		35			35			40			35	
Link Distance (ft)		674			553			3964			470	
Travel Time (s)		13.1			10.8			67.6			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	6%	8%	6%	5%	8%	7%	8%	2%	3%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	301	392	164	296	0	287	765	0	143	1015	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0	6.5	6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	17.0	42.0	14.0	10.0	35.0		14.0	34.0		14.0	34.0	
Total Split (%)	17.0%	42.0%	14.0%	10.0%	35.0%		14.0%	34.0%		14.0%	34.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Act Effct Green (s)	37.7	26.1	42.8	31.7	22.6		42.8	29.8		39.7	28.2	
Actuated g/C Ratio	0.42	0.29	0.47	0.35	0.25		0.47	0.33		0.44	0.31	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

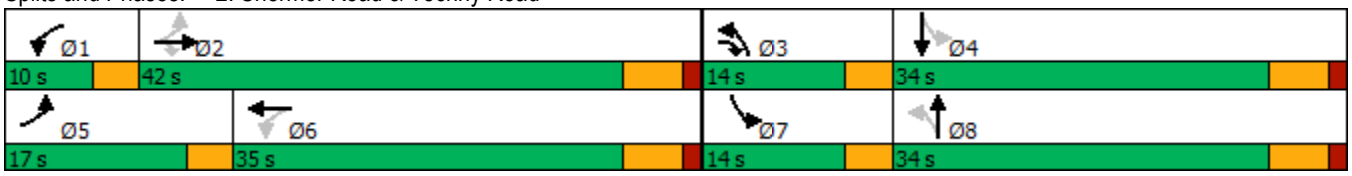
09/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.35	0.53	0.51	0.45	0.67		1.03	0.70		0.44	0.94	
Control Delay	18.1	30.1	14.6	21.7	35.9		87.2	31.6		19.1	48.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.1	30.1	14.6	21.7	35.9		87.2	31.6		19.1	48.4	
LOS	B	C	B	C	D		F	C		B	D	
Approach Delay		20.8			30.8			46.8			44.8	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	47	143	111	58	139		~128	196		43	293	
Queue Length 95th (ft)	67	174	136	79	183		#242	239		76	#355	
Internal Link Dist (ft)		594			473			3884			390	
Turn Bay Length (ft)	145		195	120			205			100		
Base Capacity (vph)	440	784	767	361	567		278	1096		355	1080	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.31	0.38	0.51	0.45	0.52		1.03	0.70		0.40	0.94	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 90.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 37.9 Intersection LOS: D
Intersection Capacity Utilization 69.3% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Shermer Road & Techny Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

09/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	1543	98	69	652	253	76	205	54	350	139	139
Future Volume (vph)	241	1543	98	69	652	253	76	205	54	350	139	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	70		0	100		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	175			105			100			240		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.991			0.958			0.969			0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1626	3401	0	1752	3250	0	1504	3250	0	1671	3008	0
Flt Permitted	0.204			0.051			0.571			0.331		
Satd. Flow (perm)	349	3401	0	94	3250	0	904	3250	0	582	3008	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		6			53			18				
Link Speed (mph)		40			40			35			40	
Link Distance (ft)		774			525			595			3964	
Travel Time (s)		13.2			8.9			11.6			67.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	11%	5%	8%	3%	5%	10%	20%	7%	10%	8%	9%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	256	1745	0	73	963	0	81	275	0	372	296	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	21.0	85.0		15.0	79.0		18.0	26.0		24.0	32.0	
Total Split (%)	14.0%	56.7%		10.0%	52.7%		12.0%	17.3%		16.0%	21.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	99.0	84.7		89.0	78.3		31.2	17.5		44.0	26.8	
Actuated g/C Ratio	0.66	0.56		0.59	0.52		0.21	0.12		0.29	0.18	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

09/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.72	0.91		0.50	0.56		0.35	0.70		1.17	0.55	
Control Delay	23.1	37.7		32.2	25.0		43.8	69.0		145.3	60.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.1	37.7		32.2	25.0		43.8	69.0		145.3	60.6	
LOS	C	D		C	C		D	E		F	E	
Approach Delay		35.8			25.5			63.2			107.7	
Approach LOS		D			C			E			F	
Queue Length 50th (ft)	96	774		24	313		59	128		~332	140	
Queue Length 95th (ft)	146	#1042		74	404		104	178		#522	194	
Internal Link Dist (ft)		694			445			515			3884	
Turn Bay Length (ft)	155			70			100			175		
Base Capacity (vph)	379	1924		184	1721		265	448		319	537	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.68	0.91		0.40	0.56		0.31	0.61		1.17	0.55	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 69 (46%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 47.4 Intersection LOS: D
Intersection Capacity Utilization 93.0% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Shermer Road & Willow Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
4: Shermer Road & Woodlawn Road/Site Access Drive 09/13/2022

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	4	32	74	0	23	21	520	41	8	653	5
Future Vol, veh/h	3	4	32	74	0	23	21	520	41	8	653	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	75	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	33	0	3	0	0	0	0	7	50	0	3	0
Mvmt Flow	4	5	42	96	0	30	27	675	53	10	848	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1642	1653	851	1651	1630	702	854	0	0	728	0	0
Stage 1	871	871	-	756	756	-	-	-	-	-	-	-
Stage 2	771	782	-	895	874	-	-	-	-	-	-	-
Critical Hdwy	7.43	6.5	6.23	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.797	4	3.327	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	67	99	358	~ 80	103	442	794	-	-	885	-	-
Stage 1	306	371	-	403	419	-	-	-	-	-	-	-
Stage 2	350	408	-	338	370	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	95	358	~ 67	98	442	794	-	-	885	-	-
Mov Cap-2 Maneuver	164	215	-	173	213	-	-	-	-	-	-	-
Stage 1	296	367	-	389	405	-	-	-	-	-	-	-
Stage 2	315	394	-	291	366	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	40.7	0.3	0.1
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	794	-	-	309	173	442	885	-	-
HCM Lane V/C Ratio	0.034	-	-	0.164	0.556	0.068	0.012	-	-
HCM Control Delay (s)	9.7	-	-	18.9	49.1	13.7	9.1	-	-
HCM Lane LOS	A	-	-	C	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	2.9	0.2	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
5: Shermer Road & Farnsworth Lane

09/13/2022

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	39	6	0	7	26	577	10	9	781	5
Future Vol, veh/h	5	0	39	6	0	7	26	577	10	9	781	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	50	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	3	0	0	0	0	7	10	11	3	20
Mvmt Flow	7	0	52	8	0	9	35	769	13	12	1041	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1919	1921	1045	1941	1918	776	1048	0	0	782	0	0
Stage 1	1069	1069	-	846	846	-	-	-	-	-	-	-
Stage 2	850	852	-	1095	1072	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.23	7.1	6.5	6.2	4.1	-	-	4.21	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.327	3.5	4	3.3	2.2	-	-	2.299	-	-
Pot Cap-1 Maneuver	52	68	277	50	68	401	672	-	-	797	-	-
Stage 1	270	300	-	360	381	-	-	-	-	-	-	-
Stage 2	358	379	-	261	299	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	48	64	277	39	64	401	672	-	-	797	-	-
Mov Cap-2 Maneuver	48	64	-	39	64	-	-	-	-	-	-	-
Stage 1	256	296	-	341	361	-	-	-	-	-	-	-
Stage 2	331	359	-	209	295	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	34.4	62.9	0.5	0.1
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	672	-	-	180	39	401	797	-	-
HCM Lane V/C Ratio	0.052	-	-	0.326	0.205	0.023	0.015	-	-
HCM Control Delay (s)	10.6	-	-	34.4	119.7	14.2	9.6	-	-
HCM Lane LOS	B	-	-	D	F	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.3	0.7	0.1	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
6: Western Avenue & Woodlawn Road

09/13/2022

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	5	4	3	9	6	3	72	2	16	230	3
Future Vol, veh/h	6	5	4	3	9	6	3	72	2	16	230	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0	0	6	50	8	1	0
Mvmt Flow	8	6	5	4	12	8	4	94	3	21	299	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	457	448	301	453	449	96	303	0	0	97	0	0
Stage 1	343	343	-	104	104	-	-	-	-	-	-	-
Stage 2	114	105	-	349	345	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.18	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.272	-	-
Pot Cap-1 Maneuver	517	509	743	520	508	966	1269	-	-	1460	-	-
Stage 1	676	641	-	907	813	-	-	-	-	-	-	-
Stage 2	896	812	-	671	640	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	496	499	743	503	498	966	1269	-	-	1460	-	-
Mov Cap-2 Maneuver	496	499	-	503	498	-	-	-	-	-	-	-
Stage 1	674	630	-	904	811	-	-	-	-	-	-	-
Stage 2	873	810	-	648	629	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	11.3	0.3	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1269	-	-	545	595	1460	-	-
HCM Lane V/C Ratio	0.003	-	-	0.036	0.039	0.014	-	-
HCM Control Delay (s)	7.8	0	-	11.9	11.3	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
7: Penfold Place & Woodlawn Road

09/13/2022

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	28	2	0	19	1	0	8	2	4	8	0
Future Vol, veh/h	2	28	2	0	19	1	0	8	2	4	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	0	8	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	3	43	3	0	29	2	0	12	3	6	12	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	31	0	0	46	0	0	87	82	45	88	82	30
Stage 1	-	-	-	-	-	-	51	51	-	30	30	-
Stage 2	-	-	-	-	-	-	36	31	-	58	52	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1595	-	-	1575	-	-	904	812	1031	902	812	1050
Stage 1	-	-	-	-	-	-	967	856	-	992	874	-
Stage 2	-	-	-	-	-	-	985	873	-	959	856	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1595	-	-	1575	-	-	892	810	1031	888	810	1050
Mov Cap-2 Maneuver	-	-	-	-	-	-	892	810	-	888	810	-
Stage 1	-	-	-	-	-	-	965	854	-	990	874	-
Stage 2	-	-	-	-	-	-	971	873	-	940	854	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	9.3	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	846	1595	-	-	1575	-	-	834
HCM Lane V/C Ratio	0.018	0.002	-	-	-	-	-	0.022
HCM Control Delay (s)	9.3	7.3	0	-	0	-	-	9.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
8: Shermer Road & South Site Access Drive

09/13/2022

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	9	567	17	3	751
Future Vol, veh/h	40	9	567	17	3	751
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	7	0	0	3
Mvmt Flow	42	9	597	18	3	791

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1403	606	0	0	615	0
Stage 1	606	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	156	501	-	-	974	-
Stage 1	548	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	156	501	-	-	974	-
Mov Cap-2 Maneuver	156	-	-	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	446	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	179	974	-
HCM Lane V/C Ratio	-	-	0.288	0.003	-
HCM Control Delay (s)	-	-	33.1	8.7	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Capacity Analysis Summary Sheets

Year 2028 Total Projected Weekday Afternoon Peak Hour

Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access

09/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	7	119	5	6	5	158	495	2	2	449	99
Future Volume (vph)	56	7	119	5	6	5	158	495	2	2	449	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	40		0	0		0	155		155	85		140
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	70			25			55			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.858			0.957				0.850			0.850
Flt Protected	0.950				0.984		0.950			0.950		
Satd. Flow (prot)	1770	1571	0	0	1789	0	1752	1961	1615	1805	1887	1568
Flt Permitted	0.745				0.844		0.372			0.453		
Satd. Flow (perm)	1388	1571	0	0	1535	0	686	1961	1615	861	1887	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		135			6				79			113
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		136			160			478			380	
Travel Time (s)		3.1			4.4			10.9			10.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	4%	0%	0%	0%	3%	2%	0%	0%	6%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	143	0	0	19	0	180	563	2	2	510	113
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0	15.0	3.0	15.0	15.0
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	22.0	22.0	6.5	21.0	21.0
Total Split (s)	26.0	26.0		26.0	26.0		10.0	54.0	54.0	10.0	54.0	54.0
Total Split (%)	28.9%	28.9%		28.9%	28.9%		11.1%	60.0%	60.0%	11.1%	60.0%	60.0%
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5	1.5	0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	10.6	10.6			10.6		50.1	48.5	48.5	45.6	36.7	36.7
Actuated g/C Ratio	0.16	0.16			0.16		0.75	0.73	0.73	0.69	0.55	0.55

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

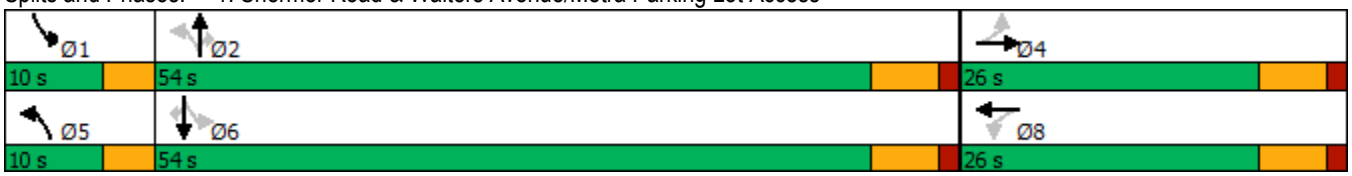
Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access 09/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.29	0.39			0.08		0.29	0.39	0.00	0.00	0.49	0.12
Control Delay	33.6	11.0			25.2		4.4	7.1	0.0	3.0	11.6	2.1
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	11.0			25.2		4.4	7.1	0.0	3.0	11.6	2.1
LOS	C	B			C		A	A	A	A	B	A
Approach Delay		18.0			25.2			6.4			9.8	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)	26	3			5		18	86	0	0	125	0
Queue Length 95th (ft)	65	50			24		41	230	0	2	213	19
Internal Link Dist (ft)		56			80			398			300	
Turn Bay Length (ft)	40						155		155	85		140
Base Capacity (vph)	459	610			511		631	1489	1245	706	1376	1174
Starvation Cap Reductn	0	0			0		0	0	0	0	0	0
Spillback Cap Reductn	0	0			0		0	0	0	0	0	0
Storage Cap Reductn	0	0			0		0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.23			0.04		0.29	0.38	0.00	0.00	0.37	0.10

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 66.4
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 9.5 Intersection LOS: A
Intersection Capacity Utilization 52.7% ICU Level of Service A
Analysis Period (min) 15

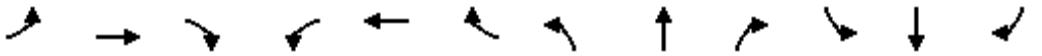
Splits and Phases: 1: Shermer Road & Walters Avenue/Metra Parking Lot Access



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	225	208	83	281	122	278	610	151	99	473	99
Future Volume (vph)	157	225	208	83	281	122	278	610	151	99	473	99
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		195	120		0	205		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	180			180			160			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.955			0.970			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1980	1568	1736	1748	0	1719	3387	0	1787	3387	0
Flt Permitted	0.143			0.591			0.199			0.148		
Satd. Flow (perm)	264	1980	1568	1080	1748	0	360	3387	0	278	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182		22			30			25	
Link Speed (mph)		35			35			40			35	
Link Distance (ft)		674			553			3964			470	
Travel Time (s)		13.1			10.8			67.6			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	1%	3%	4%	5%	1%	5%	3%	5%	1%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	191	274	254	101	492	0	339	928	0	121	698	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0	6.5	6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	17.0	42.0	14.0	10.0	35.0		14.0	34.0		14.0	34.0	
Total Split (%)	17.0%	42.0%	14.0%	10.0%	35.0%		14.0%	34.0%		14.0%	34.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Act Effct Green (s)	47.1	36.7	53.2	37.8	28.9		41.4	28.5		38.4	26.9	
Actuated g/C Ratio	0.48	0.38	0.55	0.39	0.30		0.42	0.29		0.39	0.28	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

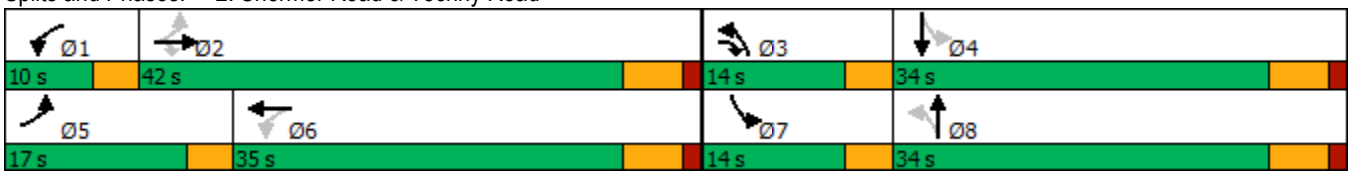
09/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.61	0.37	0.27	0.22	0.92		1.13	0.92		0.49	0.73	
Control Delay	24.6	24.8	4.8	15.9	57.7		117.1	48.2		23.6	36.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.6	24.8	4.8	15.9	57.7		117.1	48.2		23.6	36.3	
LOS	C	C	A	B	E		F	D		C	D	
Approach Delay		17.7			50.6			66.6			34.4	
Approach LOS		B			D			E			C	
Queue Length 50th (ft)	68	128	22	34	294		~176	292		45	204	
Queue Length 95th (ft)	101	176	50	57	#420		#304	#360		73	238	
Internal Link Dist (ft)		594			473			3884			390	
Turn Bay Length (ft)	145		195	120			205			100		
Base Capacity (vph)	333	753	938	463	536		299	1009		276	991	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.57	0.36	0.27	0.22	0.92		1.13	0.92		0.44	0.70	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 97.5
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 45.7 Intersection LOS: D
Intersection Capacity Utilization 79.2% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Shermer Road & Techny Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

09/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1157	108	98	1145	343	125	175	94	362	216	204
Future Volume (vph)	155	1157	108	98	1145	343	125	175	94	362	216	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	70		0	100		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	175			105			100			240		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.987			0.965			0.948			0.927	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3412	0	1687	3367	0	1687	3227	0	1736	3202	0
Flt Permitted	0.058			0.127			0.348			0.252		
Satd. Flow (perm)	103	3412	0	226	3367	0	618	3227	0	460	3202	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		10			38			49				
Link Speed (mph)		40			40			35			40	
Link Distance (ft)		774			525			595			3964	
Travel Time (s)		13.2			8.9			11.6			67.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	4%	9%	7%	3%	5%	7%	5%	8%	4%	5%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	1346	0	104	1583	0	133	286	0	385	447	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	18.0	97.0		14.0	93.0		19.0	22.0		27.0	30.0	
Total Split (%)	11.3%	60.6%		8.8%	58.1%		11.9%	13.8%		16.9%	18.8%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	107.8	93.3		100.1	88.9		31.8	15.5		45.0	25.1	
Actuated g/C Ratio	0.67	0.58		0.63	0.56		0.20	0.10		0.28	0.16	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

09/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.83	0.68		0.47	0.84		0.62	0.81		1.22	0.89	
Control Delay	65.0	25.2		16.7	34.4		58.6	75.8		166.1	86.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	65.0	25.2		16.7	34.4		58.6	75.8		166.1	86.1	
LOS	E	C		B	C		E	E		F	F	
Approach Delay		29.6			33.4			70.3			123.1	
Approach LOS		C			C			E			F	
Queue Length 50th (ft)	103	494		36	712		109	130		~419	246	
Queue Length 95th (ft)	#222	590		60	824		172	#194		#638	#354	
Internal Link Dist (ft)		694			445			515			3884	
Turn Bay Length (ft)	155			70			100			175		
Base Capacity (vph)	212	1992		239	1887		232	366		316	502	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.78	0.68		0.44	0.84		0.57	0.78		1.22	0.89	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 157 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.22
Intersection Signal Delay: 52.3 Intersection LOS: D
Intersection Capacity Utilization 95.8% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Shermer Road & Willow Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
4: Shermer Road & Woodlawn Road/Site Access Drive 09/13/2022

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	5	24	28	0	9	36	756	39	10	566	13
Future Vol, veh/h	8	5	24	28	0	9	36	756	39	10	566	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	75	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	25	0	4	0	0	0	0	3	0	0	4	0
Mvmt Flow	10	6	29	34	0	11	44	922	48	12	690	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1762	1780	698	1774	1764	946	706	0	0	970	0	0
Stage 1	722	722	-	1034	1034	-	-	-	-	-	-	-
Stage 2	1040	1058	-	740	730	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.5	6.24	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.35	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4	3.336	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	58	83	437	65	85	320	902	-	-	719	-	-
Stage 1	384	434	-	283	312	-	-	-	-	-	-	-
Stage 2	252	304	-	412	431	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	53	78	437	56	79	320	902	-	-	719	-	-
Mov Cap-2 Maneuver	147	187	-	160	188	-	-	-	-	-	-	-
Stage 1	365	427	-	269	297	-	-	-	-	-	-	-
Stage 2	231	289	-	373	424	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.8	29.4	0.4	0.2
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	902	-	-	272	160	320	719	-	-
HCM Lane V/C Ratio	0.049	-	-	0.166	0.213	0.034	0.017	-	-
HCM Control Delay (s)	9.2	-	-	20.8	33.5	16.6	10.1	-	-
HCM Lane LOS	A	-	-	C	D	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.8	0.1	0.1	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
5: Shermer Road & Farnsworth Lane

09/13/2022

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	3	28	14	4	20	43	804	25	23	594	13
Future Vol, veh/h	21	3	28	14	4	20	43	804	25	23	594	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	50	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	33	0	0	0	5	2	3	4	0	5	8
Mvmt Flow	26	4	35	17	5	25	53	993	31	28	733	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1927	1927	741	1932	1920	1009	749	0	0	1024	0	0
Stage 1	797	797	-	1115	1115	-	-	-	-	-	-	-
Stage 2	1130	1130	-	817	805	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.83	6.2	7.1	6.5	6.25	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.83	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.83	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.297	3.3	3.5	4	3.345	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	51	55	420	50	68	288	860	-	-	686	-	-
Stage 1	383	357	-	255	286	-	-	-	-	-	-	-
Stage 2	250	245	-	373	398	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	50	420	40	61	288	860	-	-	686	-	-
Mov Cap-2 Maneuver	40	50	-	40	61	-	-	-	-	-	-	-
Stage 1	359	342	-	239	268	-	-	-	-	-	-	-
Stage 2	211	230	-	325	382	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	140.6	84.2	0.5	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	860	-	-	80	43	288	686	-	-
HCM Lane V/C Ratio	0.062	-	-	0.802	0.517	0.086	0.041	-	-
HCM Control Delay (s)	9.5	-	-	140.6	156.9	18.7	10.5	-	-
HCM Lane LOS	A	-	-	F	F	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	4	1.9	0.3	0.1	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
6: Western Avenue & Woodlawn Road

09/13/2022

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	10	3	5	14	24	11	190	4	12	121	6
Future Vol, veh/h	8	10	3	5	14	24	11	190	4	12	121	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	13	10	0	0	0	4	9	1	25	13	2	0
Mvmt Flow	11	14	4	7	20	34	15	268	6	17	170	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	536	512	174	518	513	271	178	0	0	274	0	0
Stage 1	208	208	-	301	301	-	-	-	-	-	-	-
Stage 2	328	304	-	217	212	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.6	6.2	7.1	6.5	6.24	4.19	-	-	4.23	-	-
Critical Hdwy Stg 1	6.23	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.09	3.3	3.5	4	3.336	2.281	-	-	2.317	-	-
Pot Cap-1 Maneuver	439	454	875	471	468	763	1357	-	-	1228	-	-
Stage 1	770	715	-	712	669	-	-	-	-	-	-	-
Stage 2	662	649	-	790	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	397	441	875	447	455	763	1357	-	-	1228	-	-
Mov Cap-2 Maneuver	397	441	-	447	455	-	-	-	-	-	-	-
Stage 1	760	704	-	703	660	-	-	-	-	-	-	-
Stage 2	606	641	-	759	720	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.5	11.9	0.4	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1357	-	-	454	586	1228	-	-
HCM Lane V/C Ratio	0.011	-	-	0.065	0.103	0.014	-	-
HCM Control Delay (s)	7.7	0	-	13.5	11.9	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
7: Penfold Place & Woodlawn Road

09/13/2022

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	30	3	0	39	6	10	16	5	1	7	3
Future Vol, veh/h	2	30	3	0	39	6	10	16	5	1	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	54	54	54	54	54	54	54	54	54
Heavy Vehicles, %	0	12	0	0	0	0	10	0	0	0	14	0
Mvmt Flow	4	56	6	0	72	11	19	30	9	2	13	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	62	0	0	154	150	59	165	148	78
Stage 1	-	-	-	-	-	-	67	67	-	78	78	-
Stage 2	-	-	-	-	-	-	87	83	-	87	70	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.2	6.5	6.2	7.1	6.64	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.5	-	6.1	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.5	-	6.1	5.64	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.59	4	3.3	3.5	4.126	3.3
Pot Cap-1 Maneuver	1527	-	-	1554	-	-	795	745	1012	804	722	988
Stage 1	-	-	-	-	-	-	924	843	-	936	807	-
Stage 2	-	-	-	-	-	-	901	830	-	926	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1527	-	-	1554	-	-	778	743	1012	770	720	988
Mov Cap-2 Maneuver	-	-	-	-	-	-	778	743	-	770	720	-
Stage 1	-	-	-	-	-	-	921	840	-	933	807	-
Stage 2	-	-	-	-	-	-	882	830	-	883	812	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	9.9	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	788	1527	-	-	1554	-	-	783
HCM Lane V/C Ratio	0.073	0.002	-	-	-	-	-	0.026
HCM Control Delay (s)	9.9	7.4	0	-	0	-	-	9.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
8: Shermer Road & South Site Access Drive 09/13/2022

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	4	824	17	2	611
Future Vol, veh/h	14	4	824	17	2	611
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	5
Mvmt Flow	15	4	867	18	2	643

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1523	876	0	0	885	0
Stage 1	876	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	131	351	-	-	773	-
Stage 1	411	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	131	351	-	-	773	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	523	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	152	773	-
HCM Lane V/C Ratio	-	-	0.125	0.003	-
HCM Control Delay (s)	-	-	32	9.7	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

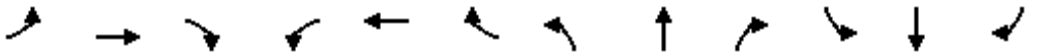
Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Capacity Analysis Summary Sheets

Year 2028 Total Projected Weekday Evening Peak Hour

Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access

09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	5	115	7	25	5	129	462	0	6	461	107
Future Volume (vph)	76	5	115	7	25	5	129	462	0	6	461	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	40		0	0		0	155		155	85		140
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	70			25			55			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.857			0.981							0.850
Flt Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1805	1568	0	0	1847	0	1805	1980	1900	1805	1961	1583
Flt Permitted	0.730				0.905		0.382			0.474		
Satd. Flow (perm)	1387	1568	0	0	1687	0	726	1980	1900	901	1961	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		128			6							119
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		136			160			478			380	
Travel Time (s)		3.1			4.4			10.9			10.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	0%	1%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	134	0	0	42	0	143	513	0	7	512	119
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0	15.0	3.0	15.0	15.0
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	22.0	22.0	6.5	21.0	21.0
Total Split (s)	26.0	26.0		26.0	26.0		10.0	54.0	54.0	10.0	54.0	54.0
Total Split (%)	28.9%	28.9%		28.9%	28.9%		11.1%	60.0%	60.0%	11.1%	60.0%	60.0%
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5	1.5	0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	11.5	11.5			11.5		50.0	48.5		47.2	42.6	42.6
Actuated g/C Ratio	0.17	0.17			0.17		0.74	0.72		0.70	0.63	0.63

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

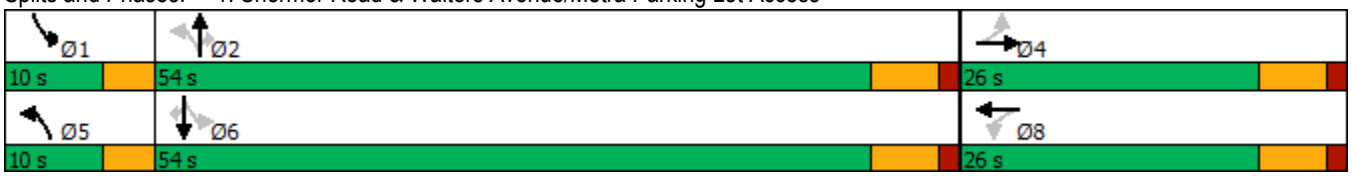
Lanes, Volumes, Timings
1: Shermer Road & Walters Avenue/Metra Parking Lot Access 09/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.35	0.36			0.14		0.22	0.36		0.01	0.41	0.11
Control Delay	34.3	10.2			27.0		4.4	7.3		3.5	11.0	2.2
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	34.3	10.2			27.0		4.4	7.3		3.5	11.0	2.2
LOS	C	B			C		A	A		A	B	A
Approach Delay		19.5			27.0			6.7			9.3	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)	34	2			14		15	80		1	129	0
Queue Length 95th (ft)	83	49			44		38	223		4	229	22
Internal Link Dist (ft)		56			80			398			300	
Turn Bay Length (ft)	40						155			85		140
Base Capacity (vph)	456	601			558		655	1485		738	1415	1176
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.18	0.22			0.08		0.22	0.35		0.01	0.36	0.10

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 67.2
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.41
Intersection Signal Delay: 10.1 Intersection LOS: B
Intersection Capacity Utilization 54.4% ICU Level of Service A
Analysis Period (min) 15

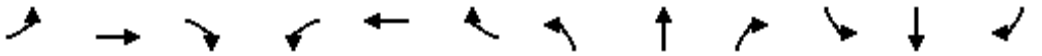
Splits and Phases: 1: Shermer Road & Walters Avenue/Metra Parking Lot Access



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	212	180	137	379	134	209	465	73	121	481	140
Future Volume (vph)	102	212	180	137	379	134	209	465	73	121	481	140
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		195	120		0	205		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	180			180			160			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.961			0.980			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	2000	1482	1626	1795	0	1752	3479	0	1752	3419	0
Flt Permitted	0.137			0.591			0.236			0.336		
Satd. Flow (perm)	258	2000	1482	1012	1795	0	435	3479	0	620	3419	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182		18			17			37	
Link Speed (mph)		35			35			40			35	
Link Distance (ft)		674			553			3964			470	
Travel Time (s)		13.1			10.8			67.6			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	9%	11%	2%	1%	3%	1%	6%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	107	223	189	144	540	0	220	566	0	127	653	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0	6.5	6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	17.0	42.0	14.0	10.0	35.0		14.0	34.0		14.0	34.0	
Total Split (%)	17.0%	42.0%	14.0%	10.0%	35.0%		14.0%	34.0%		14.0%	34.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Act Effct Green (s)	41.0	29.8	45.9	37.0	29.5		38.4	25.8		36.3	24.8	
Actuated g/C Ratio	0.45	0.33	0.51	0.41	0.33		0.42	0.29		0.40	0.27	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
2: Shermer Road & Techny Road

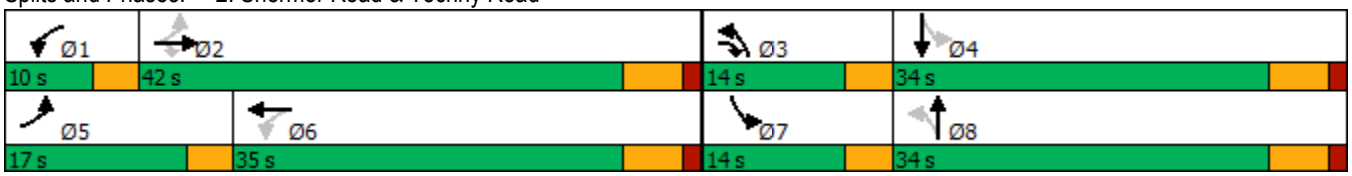
09/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.39	0.34	0.22	0.31	0.90		0.66	0.56		0.35	0.68	
Control Delay	18.5	25.0	2.9	17.6	51.7		27.9	29.9		18.6	32.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.5	25.0	2.9	17.6	51.7		27.9	29.9		18.6	32.2	
LOS	B	C	A	B	D		C	C		B	C	
Approach Delay		15.6			44.5			29.3			29.9	
Approach LOS		B			D			C			C	
Queue Length 50th (ft)	36	101	2	50	316		80	145		43	172	
Queue Length 95th (ft)	67	162	35	88	#556		#145	211		83	242	
Internal Link Dist (ft)		594			473			3884			390	
Turn Bay Length (ft)	145		195	120			205			100		
Base Capacity (vph)	353	809	850	458	597		342	1114		393	1101	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.28	0.22	0.31	0.90		0.64	0.51		0.32	0.59	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 90.5
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 30.7 Intersection LOS: C
Intersection Capacity Utilization 79.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Shermer Road & Techny Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

09/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	1036	102	83	1362	327	140	236	80	336	238	190
Future Volume (vph)	174	1036	102	83	1362	327	140	236	80	336	238	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	70		0	100		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	175			105			100			240		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.987			0.971			0.962			0.933	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	3453	0	1719	3411	0	1752	3348	0	1752	3306	0
Flt Permitted	0.044			0.178			0.359			0.205		
Satd. Flow (perm)	77	3453	0	322	3411	0	662	3348	0	378	3306	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		11			29			23				
Link Speed (mph)		40			40			35			40	
Link Distance (ft)		774			525			595			3964	
Travel Time (s)		13.2			8.9			11.6			67.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	3%	5%	5%	2%	6%	3%	5%	0%	3%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	1173	0	86	1741	0	144	325	0	346	441	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	18.0	97.0		14.0	93.0		19.0	22.0		27.0	30.0	
Total Split (%)	11.3%	60.6%		8.8%	58.1%		11.9%	13.8%		16.9%	18.8%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	107.5	93.3		98.0	87.3		32.5	16.0		45.5	25.5	
Actuated g/C Ratio	0.67	0.58		0.61	0.55		0.20	0.10		0.28	0.16	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Lanes, Volumes, Timings
3: Shermer Road & Willow Road

09/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.93	0.58		0.32	0.93		0.63	0.92		1.12	0.84	
Control Delay	92.1	22.4		12.7	43.0		58.2	95.9		133.1	80.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	92.1	22.4		12.7	43.0		58.2	95.9		133.1	80.2	
LOS	F	C		B	D		E	F		F	F	
Approach Delay		31.7			41.6			84.3			103.5	
Approach LOS		C			D			F			F	
Queue Length 50th (ft)	139	390		29	855		118	168		~357	242	
Queue Length 95th (ft)	#292	471		50	984		184	#264		#569	#338	
Internal Link Dist (ft)		694			445			515			3884	
Turn Bay Length (ft)	155			70			100			175		
Base Capacity (vph)	196	2017		293	1873		246	355		309	525	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.91	0.58		0.29	0.93		0.59	0.92		1.12	0.84	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 157 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 54.1 Intersection LOS: D
Intersection Capacity Utilization 102.1% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Shermer Road & Willow Road



Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	7	10	45	0	14	21	592	76	14	650	9
Future Vol, veh/h	9	7	10	45	0	14	21	592	76	14	650	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	75	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	11	0	0	0	0	0	0	1	0	0	2	0
Mvmt Flow	9	7	10	46	0	14	22	610	78	14	670	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1403	1435	675	1404	1400	649	679	0	0	688	0	0
Stage 1	703	703	-	693	693	-	-	-	-	-	-	-
Stage 2	700	732	-	711	707	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	112	135	457	118	142	473	923	-	-	916	-	-
Stage 1	414	443	-	437	448	-	-	-	-	-	-	-
Stage 2	416	430	-	427	441	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	105	130	457	110	136	473	923	-	-	916	-	-
Mov Cap-2 Maneuver	227	251	-	234	256	-	-	-	-	-	-	-
Stage 1	404	436	-	427	437	-	-	-	-	-	-	-
Stage 2	394	420	-	404	434	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.6	21.5	0.3	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	923	-	-	291	234	473	916	-	-
HCM Lane V/C Ratio	0.023	-	-	0.092	0.198	0.031	0.016	-	-
HCM Control Delay (s)	9	-	-	18.6	24.2	12.9	9	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.7	0.1	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
5: Shermer Road & Farnsworth Lane

09/13/2022

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	1	26	13	3	19	19	686	1	21	679	23
Future Vol, veh/h	11	1	26	13	3	19	19	686	1	21	679	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	50	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	5	1	0
Mvmt Flow	12	1	27	14	3	20	20	722	1	22	715	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1545	1534	727	1548	1546	723	739	0	0	723	0	0
Stage 1	771	771	-	763	763	-	-	-	-	-	-	-
Stage 2	774	763	-	785	783	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.245	-	-
Pot Cap-1 Maneuver	94	118	427	94	116	430	876	-	-	866	-	-
Stage 1	396	413	-	400	416	-	-	-	-	-	-	-
Stage 2	394	416	-	389	407	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	85	112	427	84	111	430	876	-	-	866	-	-
Mov Cap-2 Maneuver	85	112	-	84	111	-	-	-	-	-	-	-
Stage 1	387	403	-	391	406	-	-	-	-	-	-	-
Stage 2	364	406	-	354	397	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.8	32.8	0.2	0.3
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	876	-	-	191	88	430	866	-	-
HCM Lane V/C Ratio	0.023	-	-	0.209	0.191	0.047	0.026	-	-
HCM Control Delay (s)	9.2	-	-	28.8	55.3	13.8	9.3	-	-
HCM Lane LOS	A	-	-	D	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.7	0.1	0.1	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
6: Western Avenue & Woodlawn Road 09/13/2022

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	4	1	3	2	19	4	140	3	15	152	11
Future Vol, veh/h	6	4	1	3	2	19	4	140	3	15	152	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	7	5	1	4	2	23	5	171	4	18	185	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	424	413	192	414	417	173	198	0	0	175	0	0
Stage 1	228	228	-	183	183	-	-	-	-	-	-	-
Stage 2	196	185	-	231	234	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	544	532	855	552	530	876	1387	-	-	1414	-	-
Stage 1	779	719	-	823	752	-	-	-	-	-	-	-
Stage 2	810	751	-	776	715	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	521	522	855	540	520	876	1387	-	-	1414	-	-
Mov Cap-2 Maneuver	521	522	-	540	520	-	-	-	-	-	-	-
Stage 1	776	709	-	820	749	-	-	-	-	-	-	-
Stage 2	783	748	-	759	705	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	9.8	0.2	0.6
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	541	772	1414	-	-
HCM Lane V/C Ratio	0.004	-	-	0.025	0.038	0.013	-	-
HCM Control Delay (s)	7.6	0	-	11.8	9.8	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
7: Penfold Place & Woodlawn Road 09/13/2022

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	21	0	1	23	2	4	4	1	1	8	1
Future Vol, veh/h	1	21	0	1	23	2	4	4	1	1	8	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	65	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	33	0	2	36	3	6	6	2	2	13	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	33	0	0	86	80	33	83	79	38
Stage 1	-	-	-	-	-	-	37	37	-	42	42	-
Stage 2	-	-	-	-	-	-	49	43	-	41	37	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1584	-	-	1592	-	-	905	814	1046	909	815	1040
Stage 1	-	-	-	-	-	-	984	868	-	978	864	-
Stage 2	-	-	-	-	-	-	969	863	-	979	868	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1584	-	-	1592	-	-	891	812	1046	901	813	1040
Mov Cap-2 Maneuver	-	-	-	-	-	-	891	812	-	901	813	-
Stage 1	-	-	-	-	-	-	983	867	-	977	863	-
Stage 2	-	-	-	-	-	-	953	862	-	970	867	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	9.2	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	868	1584	-	-	1592	-	-	840
HCM Lane V/C Ratio	0.016	0.001	-	-	0.001	-	-	0.019
HCM Control Delay (s)	9.2	7.3	0	-	7.3	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

HCM 6th TWSC
8: Shermer Road & South Site Access Drive 09/13/2022

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	5	681	32	7	693
Future Vol, veh/h	24	5	681	32	7	693
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	25	5	717	34	7	729

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1477	734	0	0	751	0
Stage 1	734	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	140	423	-	-	868	-
Stage 1	478	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	139	423	-	-	868	-
Mov Cap-2 Maneuver	139	-	-	-	-	-
Stage 1	478	-	-	-	-	-
Stage 2	470	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.4	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	157	868	-
HCM Lane V/C Ratio	-	-	0.194	0.008	-
HCM Control Delay (s)	-	-	33.4	9.2	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

LMC
A Lennar Company

1657 Shermer Rd - Tax Study

LMC ~ HODC



NORTHBROOK - ANTICIPATED TAXES

LMC - ANTICIPATED MULTI-FAMILY & RETAIL TAXES

Total Equalized Assessed Value	$24,424,508
Equalized Assessed Value Per Apartment	$72,909
Effective Tax Rate	7.98%
Anticipated Annual Taxes Per Apartment	$5,816
Total Annual Taxes	**$1,948,343**

Type	Tax Rate	Total
Misc Taxes		
North Shore Mosq Abate. Dist Northfiel	0.009%	$2,198
Metro Water Reclamation Dist of Chicag	0.378%	$92,325
Northbrook Park District	0.427%	$104,293
School Taxes		
Oakton College Dist Skokie Des Plaines	0.227%	$55,444
Glenbrook HS District 225	2.084%	$509,007
Northbrook School District 30	3.187%	$778,409
Municipality/Township Taxes		
Northbrook Library Fund	0.311%	$75,960
Village of Northbrook	0.765%	$186,847
Road & Bridge Northfield	0.049%	$11,968
General Assitance Northfield	0.007%	$1,710
Town of Northfield	0.022%	$5,373
Cook County Taxes		
Cook County Forest Preserve District	0.058%	$14,166
County of Cook	0.272%	$66,435
Cook County Public Safety	0.132%	$32,240
Cook County Health Facilities	0.049%	$11,968
TOTAL MULTI-FAMILY & RETAIL TAXES	**7.977%**	**$1,948,343**

HODC ANTICIPATED MULTI-FAMILY TAXES

Total Equalized Assessed Value	$1,071,3
Equalized Assessed Value Per Apartment	$3,19
Effective Tax Rate	7.98%
Anticipated Annual Taxes Per Apartment	$1,78
Total Annual Taxes	**$85,46**

Type	Tax Rate	Total
Misc Taxes		
North Shore Mosq Abate. Dist Northfiel	0.009%	$96
Metro Water Reclamation Dist of Chicag	0.378%	$4,05
Northbrook Park District	0.427%	$4,57
School Taxes		
Oakton College Dist Skokie Des Plaines	0.227%	$2,43
Glenbrook HS District 225	2.084%	$22,32
Northbrook School District 28	2.805%	$30,05
Municipality/Township Taxes		
Northbrook Library Fund	0.311%	$3,33
Village of Northbrook	0.765%	$8,19
Road & Bridge Northfield	0.049%	$525
General Assitance Northfield	0.007%	$75
Town of Northfield	0.022%	$236
Cook County Taxes		
Cook County Forest Preserve District	0.058%	$621
County of Cook	0.272%	$2,91
Cook County Public Safety	0.132%	$1,41
Cook County Health Facilities	0.049%	$525
TOTAL MULTI-FAMILY	**7.595%**	**$81,268**

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

NORTHBROOK - IMPACT FEES

LMC - MULTI-FAMILY - IMPACT FEES

Impact Fees	Fee/Unit	Units	Total
Northbrook Park District			
1-BR	$4,395	215	$944,925
2-BR	$4,785	84	$401,940
3-BR	$7,633	36	$274,770
Sub-Total	**$4,841**	**335**	**$1,621,635**
Elementary School District			
1-BR	$23	215	$5,016
2-BR	$996	84	$83,627
3-BR	$2,777	36	$99,960
Sub-Total	**$563**	**335**	**$188,603**
High School District			
1-BR	$14	215	$2,956
2-BR	$633	84	$53,130
3-BR	$1,623	36	$58,410
Sub-Total	**$342**	**335**	**$114,496**
Northbrook Public Library			
1-BR	$176	215	$37,922
2-BR	$192	84	$16,131
3-BR	$306	36	$11,027
Sub-Total	**$194**	**335**	**$65,079**
Total	**$5,940**	**335**	**$1,989,814**

HODC - MULTI-FAMILY - IMPACT FEES

Impact Fees	Fee/Unit	Units	Total
Northbrook Park District			
1-BR	$4,395	20	$87,90
2-BR	$4,785	16	$76,56
3-BR	$7,633	12	$91,59
Sub-Total	**$5,334**	**48**	**$256,05**
Elementary School District			
1-BR	$23	20	$467
2-BR	$996	16	$15,92
3-BR	$2,777	12	$33,32
Sub-Total	**$1,036**	**48**	**$49,71**
High School District			
1-BR	$14	20	$275
2-BR	$633	16	$10,12
3-BR	$1,623	12	$19,47
Sub-Total	**$622**	**48**	**$29,86**
Northbrook Public Library			
1-BR	$176	20	$3,528
2-BR	$192	16	$3,072
3-BR	$306	12	$3,676
Sub-Total	**$214**	**48**	**$10,27**
Total	**$7,206**	**48**	**$345,90**

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

NORTHBROOK - PERMIT/INSPECTION FEES

LMC - PERMIT/INSPECTION/APPLICATION FEES			
Planning Review Fees	**Fee/Unit**	**Unit**	**Total**
New Multifamily	$1,000	1	$1,000
Non-Residential	$1,000	1	$1,000
Sub-Total	**$1,000**	**2**	**$2,000**
Fire Protection Permit Review Fees	**Fee/Unit**	**Unit**	**Total**
New Multifamily	$5,394	1	$5,394
Non-Residential	$70	1	$70
Sub-Total	**2732.08**	**2**	**$5,464**
Construction Permit & Inspection Fees	**Fee/Unit**	**Unit**	**Total**
New Mulitfamily	$947,594	1	$947,594
Permit Application Deposit	$1,000	1	$1,000
Non-Residential	$15,799	1	$15,799
Permit Application Deposit	$1,000	1	$1,000
Sub-Total	**$241,348**	**4**	**$965,393**
Plumbing: New Construction Permit Fees	**Fee/Unit**	**Unit**	**Total**
New Multifamily	$13,648	1	$13,648
Non-Residential	$325	1	$325
Sub-Total	**$6,986**	**2**	**$13,973**
HVAC: New Construction Permit Fees	**Fee/Unit**	**Unit**	**Total**
New Multifamily	$13,648	1	$13,648
Non-Residential	$325	1	$325
Sub-Total	**$6,986**	**2**	**$13,973**
Electric: New Construction Permit Fees	**Fee/Unit**	**Unit**	**Total**
New Multifamily	$13,648	1	$13,648
Non-Residential	$325	1	$325
Sub-Total	**$6,986**	**2**	**$13,973**
TCO Fees	**Fee/Unit**	**Units**	**Total**
Residential TCO	$100	5	$500
Non-Residential TCO	$100	1	$100
Escrow	$3,000	1	$3,000
Sub-Total	**$514**	**7**	**$3,600**
Contingency	**$200,000**	**1**	**$200,000**
	Fee/Unit	**Units**	**Total Fees**
Total	**$3,637**	**335**	**$1,218,376**

HODC - PERMIT/INSPECTION/APPLICATION FEES			
Planning Review Fees	**Fee/Unit**	**Unit**	**Tota**
New Multifamily	$1,000	1	$1,0
Non-Residential	$0	0	$0
Sub-Total	**$1,000**	**1**	**$1,0**
Fire Protection Permit Review Fees	**Fee/Unit**	**Unit**	**Tota**
New Multifamily	$606	1	$60
Non-Residential	$0	0	$0
Sub-Total	**$606**	**1**	**$60**
Construction Permit & Inspection Fees	**Fee/Unit**	**Unit**	**Tota**
New Mulitfamily	$122,914	1	$122,
Permit Application Deposit	$1,000	1	$1,0
Non-Residential	$0	0	$0
Permit Application Deposit	$0	0	$0
Sub-Total	**$61,957**	**2**	**$123,**
Plumbing: New Construction Permit Fees	**Fee/Unit**	**Unit**	**Tota**
New Multifamily	$1,679	1	$1,6
Non-Residential	$0	0	$0
Sub-Total	**$1,679**	**1**	**$1,6**
HVAC: New Construction Permit Fees	**Fee/Unit**	**Unit**	**Tota**
New Multifamily	$1,679	1	$1,6
Non-Residential	$0	0	$0
Sub-Total	**$1,679**	**1**	**$1,6**
Electric: New Construction Permit Fees	**Fee/Unit**	**Unit**	**Tota**
New Multifamily	$1,679	1	$1,6
Non-Residential	$0	0	$0
Sub-Total	**$1,679**	**1**	**$1,6**
TCO Fees	**Fee/Unit**	**Units**	**Tota**
Residential TCO	$100	5	$50
Non-Residential TCO	$0	0	$0
Escrow	$3,000	1	$3,0
Sub-Total	**$583**	**6**	**$3,5**
Contingency	**$0**	**1**	**$0**
	Fee/Unit	**Units**	**Total Fees**
Total	**$2,793**		

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

NORTHBROOK – JOBS CREATED & FINANCIAL ASSURANCE

JOBS CREATED

- 450 direct and indirect jobs created by the Multifamily community and retail parcel
- Increased local spending
- (10) LMC permanent jobs – Management and Engineers
- (20) Retail permanent jobs
- **Additional residents and labor force will help spark downtown commercial development**

FINANCIAL ASSURANCE

- LMC will post a surety bond for the amount equal to the engineer's estimate of probable cost for all public improvements and private open space to be provided in connection with the proposed planned development.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

NORTHBROOK – SITE DISTRICTS

School District 28 (HODC):

- Greenbriar Elementary School
- Northbrook Junior High School
- Glenbrook North High School

School District 30 (LMC):

- Wescott Elementary School
- Maple Middle School
- Glenbrook North High School

Sanitary and Drainage District:

- Metropolitan Water Reclamation District (MWRD)

Park District:

- Northbrook Park District

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

NORTHBROOK SCHOOLS - STUDENT GENERATOR - LM

# of Units	Type of Unit	Pre-School 0 - 4 Yrs	Subtotal #	Elementary Grades K-5	Subtotal #	Junior High Grades 6-8	Subtotal #	High School Grades 9-12	Subtotal #	Adults 18-up	Subtotal #	Total per Unit	Total per Subdivisio
	Detached Single-family												
0	2-bedroom	0.113	0.000	0.136	0.000	0.048	0.000	0.020	0.000	1.700	0.000	2.017	0.0(
0	3-bedroom	0.292	0.000	0.369	0.000	0.173	0.000	0.184	0.000	1.881	0.000	2.899	0.0(
0	4-bedroom	0.418	0.000	0.530	0.000	0.298	0.000	0.360	0.000	2.158	0.000	3.764	0.0(
0	5-bedroom	0.283	0.000	0.345	0.000	0.248	0.000	0.300	0.000	2.594	0.000	3.770	0.0(
0													
	Attached Single-family												
0	1-Bedroom	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.193	0.000	1.193	0.0(
0	2-Bedroom	0.064	0.000	0.088	0.000	0.048	0.000	0.038	0.000	1.752	0.000	1.990	0.0(
0	3-Bedroom	0.212	0.000	0.234	0.000	0.058	0.000	0.059	0.000	1.829	0.000	2.392	0.0(
0	4-Bedroom	0.323	0.000	0.322	0.000	0.154	0.000	0.173	0.000	2.173	0.000	3.145	0.0(
0													
	Apartments												
66	Efficiency	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.294	85.404	1.294	85.4(
149	1-Bedroom	0.000	0.000	0.002	0.298	0.001	0.149	0.001	0.149	1.754	261.346	1.758	261.9
84	2-Bedroom	0.047	3.948	0.086	7.224	0.042	3.528	0.046	3.864	1.693	142.212	1.914	160.7
36	3-Bedroom	0.052	1.872	0.234	8.424	0.123	4.428	0.118	4.248	2.526	90.936	3.053	109.9(
335													
	People Produced		**6**		**16**		**9**		**8**		**580**		**6**

Total additional students from the proposed LMC development = **33**

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

NORTHBROOK SCHOOLS - STUDENT GENERATOR - HO

# of Units	Type of Unit	Pre-School 0 - 4 Yrs	Subtotal #	Elementary Grades K-5	Subtotal #	Junior High Grades 6-8	Subtotal #	High School Grades 9-12	Subtotal #	Adults 18-up	Subtotal #	Total per Unit	Total per Subdivisio
	Detached Single-family												
0	2-bedroom	0.113	0.000	0.136	0.000	0.048	0.000	0.020	0.000	1.700	0.000	2.017	0.0(
0	3-bedroom	0.292	0.000	0.369	0.000	0.173	0.000	0.184	0.000	1.881	0.000	2.899	0.0(
0	4-bedroom	0.418	0.000	0.530	0.000	0.298	0.000	0.360	0.000	2.158	0.000	3.764	0.0(
0	5-bedroom	0.283	0.000	0.345	0.000	0.248	0.000	0.300	0.000	2.594	0.000	3.770	0.0(
0													
	Attached Single-family												
0	1-Bedroom	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.193	0.000	1.193	0.0(
0	2-Bedroom	0.064	0.000	0.088	0.000	0.048	0.000	0.038	0.000	1.752	0.000	1.990	0.0(
0	3-Bedroom	0.212	0.000	0.234	0.000	0.058	0.000	0.059	0.000	1.829	0.000	2.392	0.0(
0	4-Bedroom	0.323	0.000	0.322	0.000	0.154	0.000	0.173	0.000	2.173	0.000	3.145	0.0(
0													
	Apartments												
0	Efficiency	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.294	0.000	1.294	0.0(
20	1-Bedroom	0.000	0.000	0.002	0.040	0.001	0.020	0.001	0.020	1.754	35.080	1.758	35.1(
16	2-Bedroom	0.047	0.752	0.086	1.376	0.042	0.672	0.046	0.736	1.693	27.088	1.914	30.6
12	3-Bedroom	0.052	0.624	0.234	2.808	0.123	1.476	0.118	1.416	2.526	30.312	3.053	36.6
48													
	People Produced		**1**		**4**		**3**		**2**		**92**		**1(**

Total additional students from the proposed HODC development
= 9

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

NORTHBROOK SCHOOLS - ATTENDANCE SUMMARY - LMC



Wescott Elementary – 1820 Western Ave

- Current Enrollment – 399 (16 additional students projected)



Maple School – 2370 Shermer Road

- Current Enrollment – 412 (9 additional students projected)



Glenbrook North High School – 2300 Shermer Road

- Current Enrollment – 1,978 (8 additional students projected)

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

NORTHBROOK SCHOOLS - ATTENDANCE SUMMARY - H



Greenbriar Elementary – 2195 Cherry Ln

- Current Enrollment – 376 (4 additional students projected)



Northbrook Junior High – 1475 Maple Ave

- Current Enrollment – 605 (3 additional students projected)



Glenbrook North High School – 2300 Shermer Road

- Current Enrollment – 1,978 (2 additional students projected)

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

NORTHBROOK SCHOOLS – SPENDING SUMMARY - LMC

School Age Children =	33
Multi Family Home/Retail EAV=	$24,424,508 EAV
District 30 Tax Rate=	3.187%
District 225 Tax Rate=	2.084%
Total Tax Rate =	5.271%
District 30 Tax Rate x EAV=	$778,409
District 225 Tax Rate x EAV=	$509,006
Total School Tax Rate X EAV =	$1,287,415

Total Annual Expenditure for District 30 & 225 for 33 students = $800,967 (cost to educate per student = $24,271)

- Comparable communities across the LMC central portfolio generate approximately 2-3% of residents under the age of 18.
- LMC is paying $1.29M in taxes ($41,529/student) versus $801k in annual expenditures leading to a $486k surplus.
- District will also receive a one-time cash impact fee of $303,099

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

Northbrook Schools - Spending Summary

Wescott Elementary – 1820 Western Ave

- $19,829 / Student
  - $19,829 x (16 Additional Children) = $317,264

Maple School – 2370 Shermer Road

- $19,407 / Student
  - $19,407 x (9 Additional Children) = $174,663

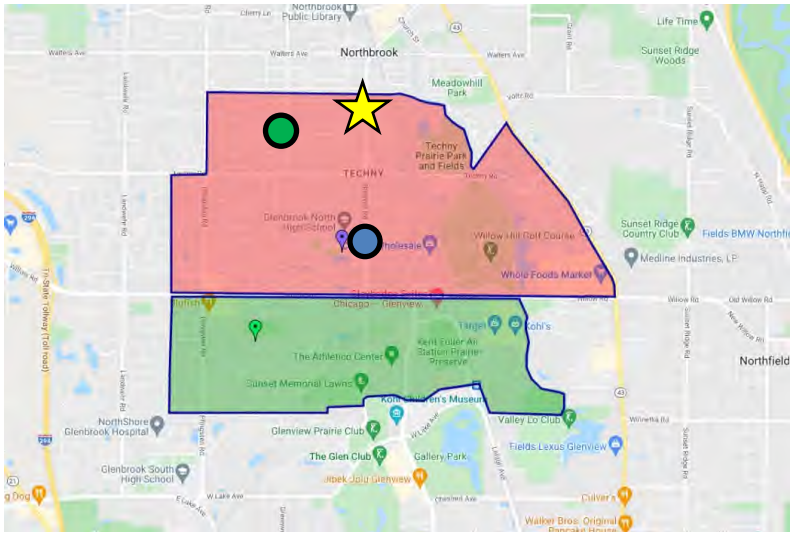
Glenbrook North High School – 2300 Shermer Road

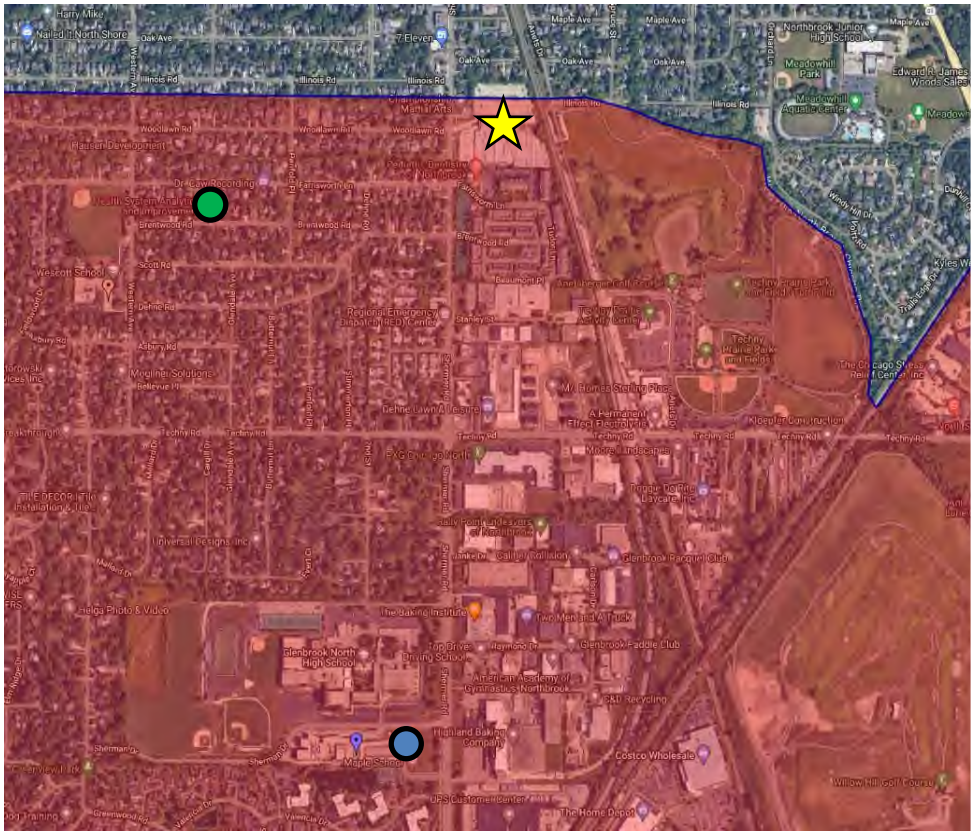
- $38,630 / Student
  - $38,630 x (8 Additional Children) = $309,040

Total Annual Expenditure for Northbrook School District 30 & Glenbrook HS District 225 for 33 students = **$800,967.**

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

Northbrook – Elementary School– Wescott Elementary





District 30 Boundaries

- Maple Middle School
- Wescott Elementary School
- 1657 Shermer site
- Wescott School Boundary
- Willowbrook School Boundary

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

Northbrook – Elementary School– Wescott Elementary

WESCOTT ELEMENTARY SCHOOL (1 - 5)

NORTHBROOK/GLENVIEW SD 30

Compare Schools | Custom Report Card Builder

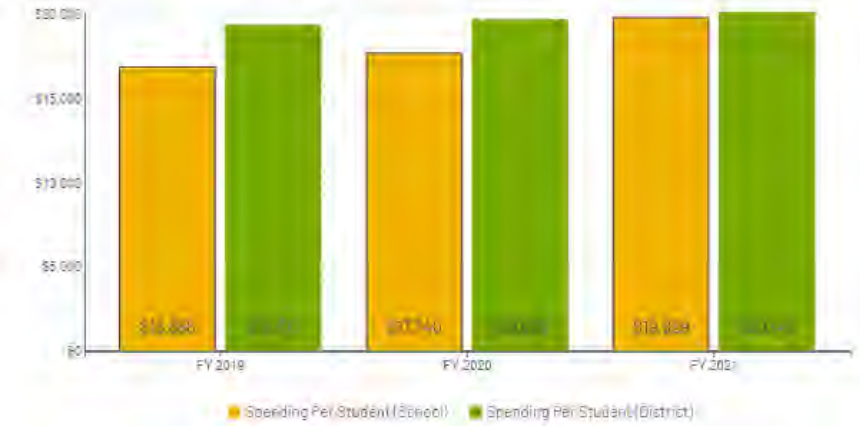
School Finances: Site-Based Expenditures

Average spending per student at this school, as collected through the unaudited Every Student Succeeds Act (ESSA) Site-Based Expenditure Report. Districts report the actual dollars spent in the previous school year, including site-level costs (like school staff) and district-wide centralized costs allocated to each individual school (like transportation and central office staff), divided by the school's enrollment. Districts also report whether federal or state/local sources funded the spending. Learn More

2021

School vs District Average | Full District | Scatterplot

SELECT: Overall | Source of Funds | Expenditure Type | Show Transactions



Average Class Size

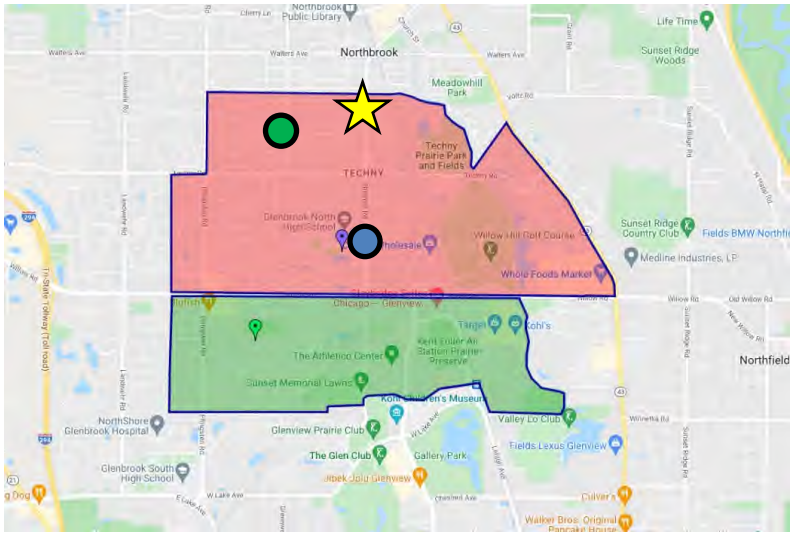
Level	2021	2020	2019	2018	2017	2016
School	14.2	20.7	21.5	20	19.6	19.9
District	15.7	20	20.6	21	20.8	20.7
State	20.3	21.7	21.9	20	20.2	21.1

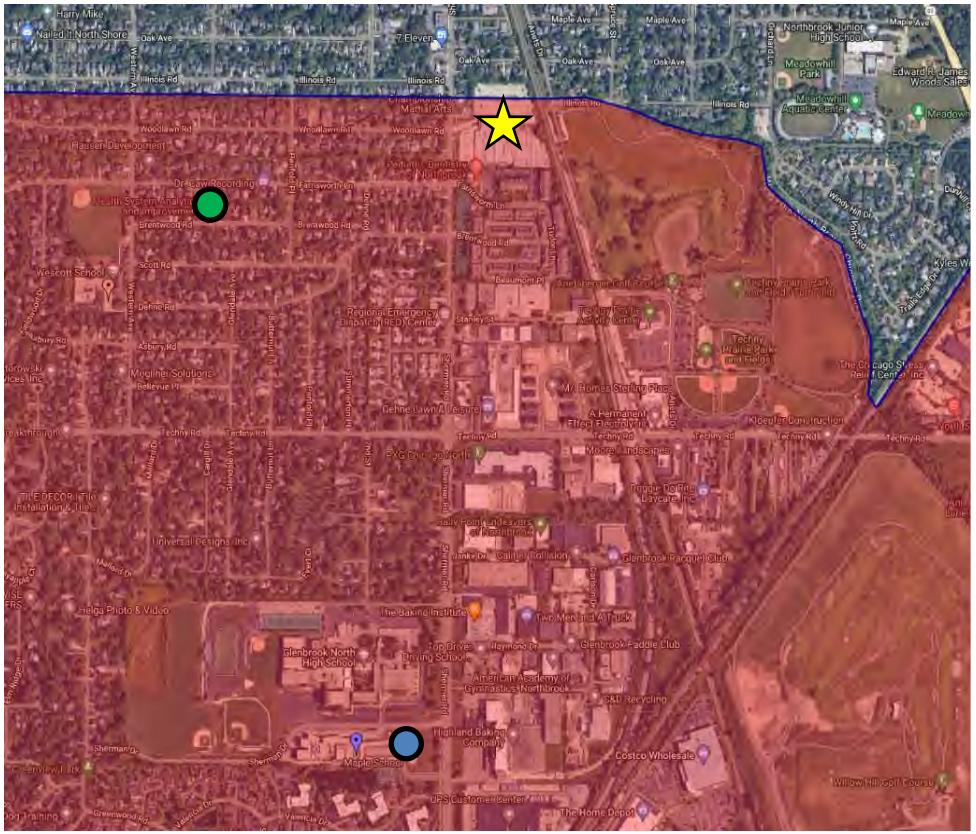
Total Enrollment (N)

Grades	2021	2020	2019	2018	2017	2016
Grade 1	65	72	78	82	65	78
Grade 2	78	77	86	76	79	78
Grade 3	79	94	82	86	75	90
Grade 4	96	85	87	80	92	57
Grade 5	81	85	81	97	61	87

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

Northbrook – Jr. High School– Maple School



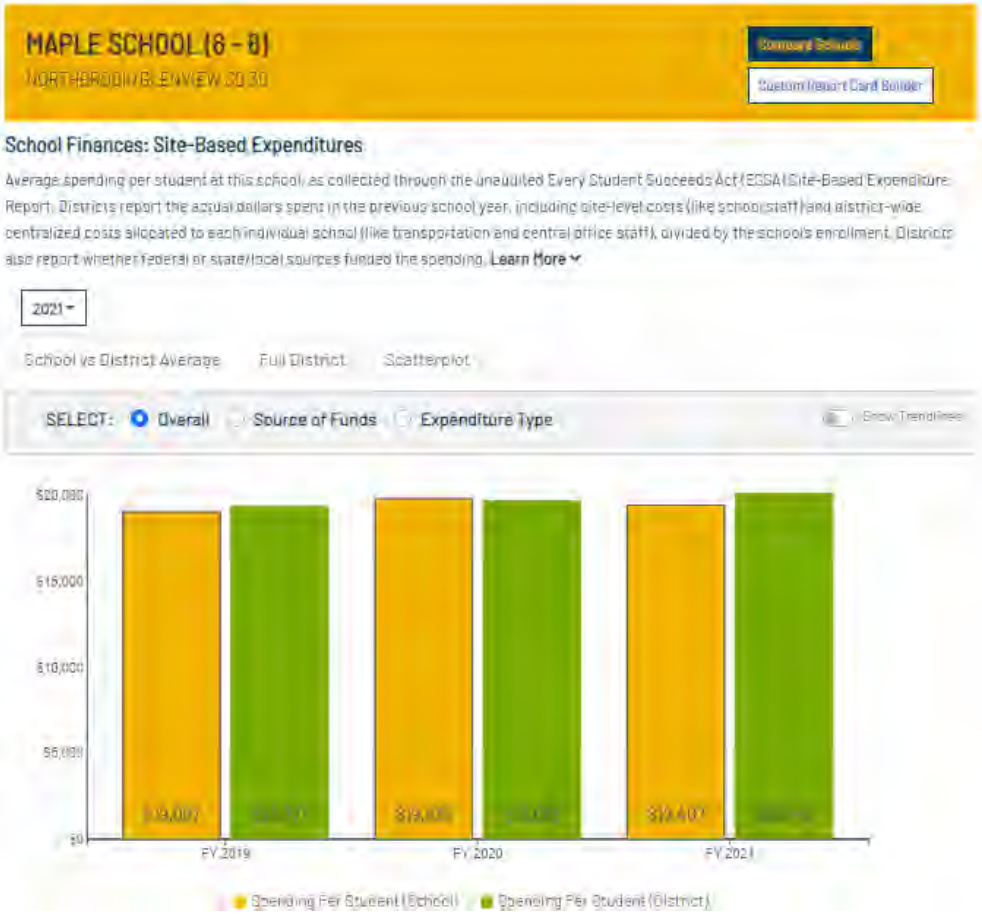


District 30 Boundaries

- Maple Middle School
- Wescott Elementary School
- 1657 Shermer site
- Wescott School Boundary
- Willowbrook School Boundary

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

Northbrook- Jr. High School - Maple School



Average Class Size

Grades	2021	2020	2019	2018	2017	
Grade 6	22.9	21.6	20.1	20	23.3	2
Grade 7	24.5	21.9	20	23	21.5	2
Grade 8	21.9	20.8	23.8	21	22.3	2

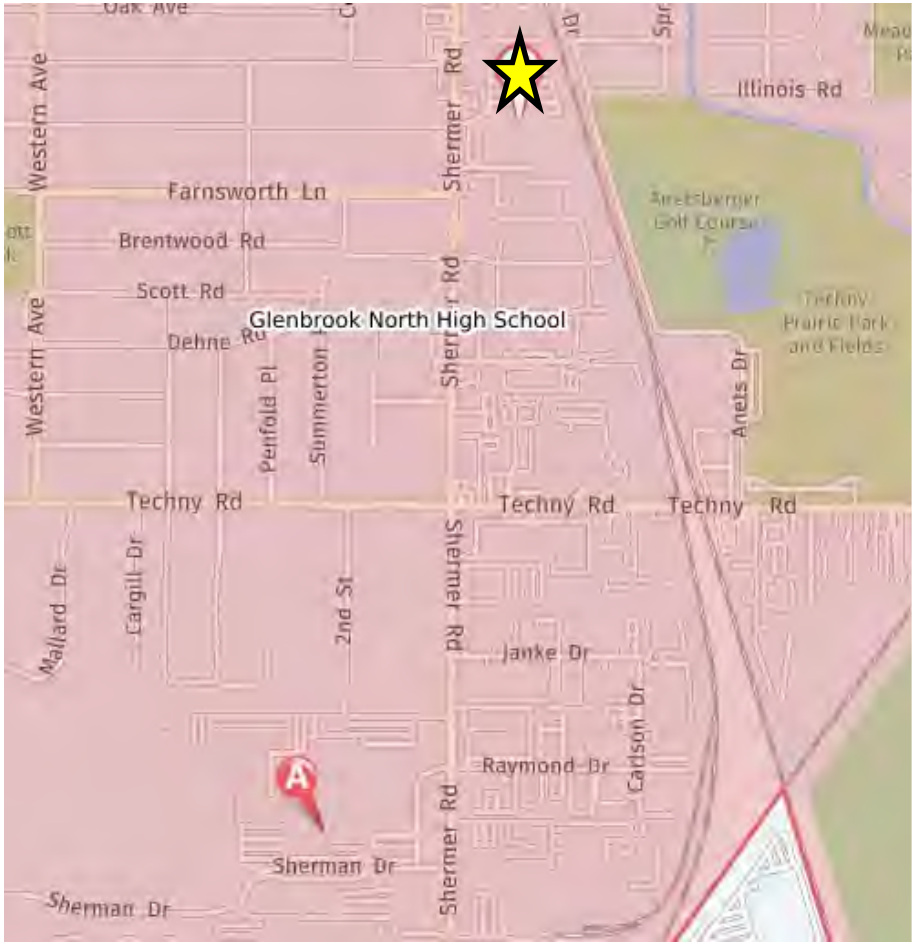
Total Enrollment (N)

Grades	2021	2020	2019	2018	2017	
Grade 6	133	144	134	122	137	
Grade 7	148	131	122	138	123	
Grade 8	131	126	140	124	132	

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

Northbrook Schools – High School – Glenbrook North





Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

Northbrook Schools - High School - Glenbrook North

GLENBROOK NORTH HIGH SCHOOL (9 - 12)

NORTHFIELD TWP HSD 225

Compare Schools | Custom Report Card Builder

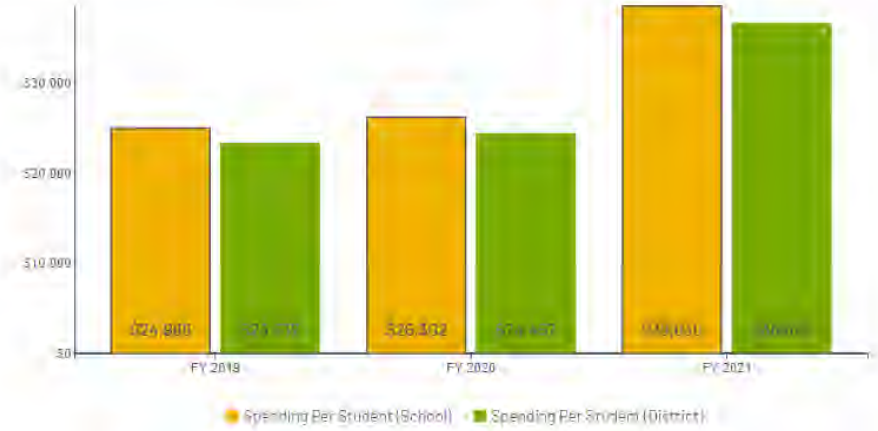
School Finances: Site-Based Expenditures

Average spending per student at this school, as collected through the unaudited Every Student Succeeds Act (ESSA) Site-Based Expenditure Report. Districts report the actual dollars spent in the previous school year including site-level costs (like school staff) and district-wide centralized costs allocated to each individual school (like transportation and central office staff), divided by the school's enrollment. Districts also report whether federal or state/local sources funded the spending. Learn More

2021

School vs District Average | Full District | Scatterplot

SELECT: Overall | Source of Funds | Expenditure Type | Show Trendlines



Total Enrollment (N)

Grades	2021	2020	2019	2018	2017	2016
Grade 9	483	497	513	502	514	490
Grade 10	493	518	499	506	497	467
Grade 11	505	496	508	489	471	507
Grade 12	497	529	503	481	528	533

Average Class Size

Level	2021	2020	2019	2018	2017	2016
School	23.1	23.1	23	21	21.5	21.4
District	23	22.9	22.3	21	20.7	20.6
State	20.3	21.7	21.9	20	20.2	21.1

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo

AFFORDABLE HOUSING COMPLIANCE PLAN

Preliminary Plan

i. A general description of the development, including whether the development will contain rental units or owner-occupied units, or both;

LMC and HODC propose to develop 383 new residential units in two subareas. The proposed Multi-Family Residential Building in Subarea A by LMC will include 335 residential units on 5 floors. The proposed Multi-Family Residential Building in Subarea B by HODC will include 48 residential units on 4 floors.

In compliance with the Village's Affordable Housing Requirements, 53 units (16%) will be marketed, offered, and maintained as affordable housing units. This requirement will be met in combination by providing 5 affordable units within LMC's Subarea A building in addition to 48 affordable units for low income families and persons with disabilities in the HODC Subarea B building. The HODC building is made possible by the Village and LMC dedicating land to HODC. The total affordable units in the development overall will be offered to eligible households from the income tiers below which exceed the affordability requirements with 40% in Tier A (50%AMI), 58% in Tier B (80%AMI) and just 2% in Tier C (100%AMI).

Affordable Rental Units	Proportion of Included Units	Eligible Income Tier
21 (40%)	At least 1/3 (33.33%)	Tier A: Households with income less than 50% of AMI
31 (58%)	At least 1/3 (33.33%)	Tier B: Households with income equal to or greater than 50% AMI but less than 80% AMI
1 (2%)	No more than 1/3 (33.33%)	Tier C: Households with income equal to or greater than 80% AMI but not exceeding 100%
53 of 383 (16%)		

For the affordable units, housing expenses, including rent and utilities, will not exceed 31% of monthly household income.

The project will be constructed in two phases, with LMC developing Subarea A and HODC developing Subarea B. Due to the complicated nature of affordable housing finance, it is not predictable which project will proceed first or get completed first. The 5 units within Subarea A will be built at the same time as the rest of the units.

The exterior appearance between the two buildings will be visually compatible. External building materials and finishes will be substantially the same in type and quality for affordable HODC building as for the market rate LMC building. The affordable housing units in the LMC building shall be indiscernible from market rate housing units from when viewed from interior corridors and other common areas.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

The interior appearances and finishes of the affordable units will be substantially similar to the market rate housing units and all interior finish materials used in affordable housing units will be better than contractor grade.

In compliance with Period of Affordability requirements, affordable units in the LMC building shall be offered and leased only to eligible households in perpetuity. Affordable units in the HODC building shall have a recorded deed restriction filed that requires a minimum 30 year affordability but will continue as affordable in perpetuity.

ii. The total number of market rate units and affordable housing units in the development;

There will be 330 market rate units and 53 affordable units overall.

iii. The total number of attached and detached residential units;

All 383 units will be attached within the two multifamily residential buildings.

iv. The number of bedrooms in each market rate unit and each affordable housing unit;

The bedroom mix of affordable housing units will be in equal proportion to the bedroom mix of the market rate housing units with a higher percentage of larger bedroom size units as follows:

Unit	Market #	Affordable #	Total #
Studio	64 (19%)	2 (4%)	66
1br	148 (45%)	20 (38%)	168
2br	83 (25%)	18 (34%)	101
3br	35 (11%)	13 (25%)	48
Total	330	53	383

v. The floor area of each market rate unit and each affordable housing unit;

The affordable housing unit sizes will generally correspond to the size of the market-rate housing units as follows:

Unit	Market Sq Ft	Affordable Sq Ft
Studio	600	n/a
1br	820	613
2br	1100	880
3br	1300	1175

vi. The location within any multiple-family residential structure and any single-family residential development of each market-rate unit and each affordable housing units.

The 5 affordable units in LMC building will be dispersed among the market rate housing units throughout the development. The 48 units in the HODC building will have all affordable units and all unit types will be dispersed throughout the development. Having a separate all-affordable building will allow for better service delivery to lower income households and especially persons with disabilities.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

vii. Floor plans for each affordable housing unit;

Please see attached floor plans for each unit type in each building.

viii. The amenities that will be provided to and within each market rate unit and affordable housing unit;

As amenities, the Subarea A building will have a central lobby facing Shermer Road at the termination of the driveway. The building will have outdoor courtyards, a children's play area, a pool, open deck areas, meeting and business facilities, exercise rooms, bicycle storage and repair rooms, and ample lounge areas for all residents. Amenities in the Subarea B building will include an on-site property management office, a central community room for group gatherings, an outdoor play area, tenant storage, dual elevators, and on-site laundry.

ix. The pricing for each market rate unit and each affordable housing unit.

Initial unit pricing will be as follows:

Unit	Market Rents	Affordable Rents
Studio	$1,800 - $2,000	$928
1br	$2,200 - $2,450	$1,253
2br	$3,000 - $3,200	$1,409
3br	$3,900 - $4,275	$1,926

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MEMORANDUM
VILLAGE OF NORTHBROOK
DEVELOPMENT AND PLANNING SERVICES DEPARTMENT

TO: CARA PAVLICEK, VILLAGE MANAGER

FROM: TESSA MURRAY, SUSTAINABILITY COORDINATOR

DATE: MAY 19, 2022

SUBJECT: PRE-22-09: 1657 SHERMER ROAD - SPECIAL PERMIT FOR PLANNED DEVELOPMENT CONSISTING OF MULTI-FAMILY RESIDENTIAL AND RETAIL - SUSTAINABILITY ADDENDUM TO STAFF REPORT

In 2021, the Village Board adopted Northbrook's Climate Action Plan (CAP) with goals for community-wide greenhouse gas emission reduction and environmental sustainability. This document contains applicable CAP action items for consideration by all parties involved during proposal reviews.

(1) TRANSPORTATION AND LAND USE

1A: Consider inclusion of electric vehicle charging ports and reserve a percentage of parking spots for exclusive EV use.

LMC: We intend to install charging stations for 20 electric vehicles with the infrastructure to add 25 more stations as demand increases.

HODC: We anticipate installing 1 charging station for an electric vehicle with the infrastructure to add another as needed.

1B: If 1A will not be realized, confirm whether development will include capabilities for future electric vehicle charging installation. Include conduit, wiring, electrical service panels, and power capacity near parking areas, terminated in outlets or junction boxes to meet future demand.

LMC: Infrastructure to add 25 more stations as demand increases.

HODC: Infrastructure to add another charging station if demand increases.

1C: Encourage public transport through making residents aware of nearby PACE 422 and Metra routes plus reduced fare opportunities.

LMC: We plan to install a virtual screen in our ground level lobby that runs live train/bus times for the resident's convenience.

HODC: Our Service Coordinator will provide flyers and work directly with tenants to help them get access to meet their transportation needs.

1D: Provide sheltered bicycle parking; coordinate efforts with Shermer Road Sidepath construction to promote active transportation through bike and pedestrian-friendly design.

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LMC: The community will include ample covered and secured bike parking. Additionally, we will provide a 10' walking/bike path on the west edge of the property, connecting to the north south pedestrian path on Shermer Rd.

HODC: HODC will provide bicycle parking for at least 16 bikes. The north property will connect to the community walking/bike path.

(2) BUILDING AND ENERGY

2A: Provide information on planned actions included to receive National Green Building Standards green certification. Confirm what level certification will be realized.

LMC: The proposed 335-unit multifamily building will seek Green Globes Certification (2 globe target).

HODC: The HODC proposed 48-unit multifamily building will seek Enterprise Green Communities Certification.

2B: Consider inclusion of renewable energy installation to offset all or a percentage of building carbon footprint. Work with C-PACE, the Illinois Power Agency Adjustable Block Program, or similar for incentives.

LMC: After discussing options with the recommended groups, mentioned above, LMC has decided to not pursue solar panels or wind turbines at this time. The hesitation is due to impact to development schedule and financing complications, both on up-front hard costs and recapture timelines.

HODC: HODC has decided to not pursue solar panels or wind turbines at this time.

2C: If 2B will not be realized, assess whether proposed development is amenable to future solar installation in terms of building orientation, roof slope, size, and load considerations.

LMC: We will be providing electrical infrastructure and structural capacity to keep the option open for future install.

HODC: It may be possible to install solar panels in the future based on the favorable east/west orientation of the building and having a flat roof.

2D: Strive for zero on-site fossil fuel combustion using electric HVAC, cooktops, ovens, laundry, and water heating for domestic and pool use.

LMC: **The residential units will include the following electrical systems:**

- Electric Water Heaters
- Electric Washer/Dryer
- Full ***Energy Star*** Kitchen Appliance Package

HODC: **The residential units and common areas will be fully electrified**

- Induction Cooktops w/ Electric Hoods
- HVAC Units

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

- Water Heaters
- Laundry

2E: Work with ComEd Energy Efficiency or similar programs for incentives to advance items such as high efficiency HVAC, building envelope, Energy Star appliances, and insulating windows with U-factors at .30 or lower. Strive for 100% LED interior and exterior lighting.

LMC: LMC has engaged ComEd in their Energy Efficiency Program, the schematic drawings are under review by their department.

The proposed multifamily community will utilize a full LED lighting package with occupancy sensors in select locations (garage/closets/corridors).
The proposed community will utilize energy star appliances and hit the desired U-factors.

HODC: HODC will utilize ComEd's Affordable Housing New Construction program for energy efficiency. The building will use high efficacy permanently installed lighting for recessed light fixtures, lighting controls, lighting power density, and exterior lighting. The HODC project will seek certification through ENERGY STAR Multifamily New Construction and install ENERGY STAR clothes washers and refrigerators.

2F: Prioritize sustainable materials throughout development, including pavements, structural components, utility services, and appliances. This includes maximizing recycled content, domestic production, and lower embodied carbon costs of materials. If applicable, commit to warm mix asphalt and low or zero-VOC paints.

LMC: Through the Green Globes process we will be tracking material usage as it relates to prioritizing sustainable efforts.

HODC: Through the Green Globes process we will be tracking material usage as it relates to prioritizing sustainable efforts.

2G: Reduce urban heat island effect through measures such as "cool" roofs, reflective or permeable surfacing, and adequate shade trees in parking area.

LMC: The proposed multifamily building will utilize a combination of white reflective roof, green roof, and permeable surfacing to reduce the heat island effect.

HODC: The proposed multifamily building will utilize a reflective roof to reduce the heat island effect.

2H: Allow safe passage of birds through intentional site design. Exterior lighting should have Dark Sky compliance with features such as hooded lanterns, warm-colored LED, and motion- sensor technology. Consider window glass that minimizes bird disorientation.

LMC: We will monitor the specifications, specifically reflectance levels, to address safe passage. Exterior lighting will have hooded lanterns and warm-colored LED lights on motion sensor technology.

HODC: We will monitor the specifications, specifically reflectance levels, to address

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safe passage. Exterior lighting will have hooded lanterns and warm-colored LED lights on motion sensor technology.

(3) WATER AND WASTEWATER

3A: Utilize WaterSense and low-flow water fixtures where applicable.

LMC: We will include low flow fixtures in select applications, specifically public amenity zones.

HODC: We will include low flow fixtures in select applications, specifically public amenity zones.

3B: Control runoff with combination overland flow, detention, and infiltration strategies (for example, native landscaping or permeable pavers).

LMC: We plan to implement forward thinking detention strategies with native landscaping complying with the Village release rate and design guidelines.

HODC: We plan to implement forward thinking detention strategies with native landscaping complying with the Village release rate and design guidelines.

3C: Provide statement for water conservation measures to be taken into account with pool installation, such as windbreaker walls and shading with trees or solar pool covers.

LMC: The pool is centrally located in a courtyard, minimizing wind impact. We do not plan on planting trees adjacent to the pool for maintenance and operational reasons, but we will investigate a solar pool cover.

HODC: N/A

3D: Include moisture sensors in landscaping irrigation installation. Consider inclusion of rainwater capture techniques for landscape irrigation.

LMC: We will include moisture sensors for landscaping irrigation in select locations and we will study the implementation of rainwater capture techniques, specifically within our community garden zone.

HODC: We will include moisture sensors for landscaping irrigation in select locations.

(4) WASTE MANAGEMENT

4A: Cook County's Demolition Debris Diversion Ordinance requires all demolitions to divert 70% of debris from landfills through recycling. Applicant should provide statement as to how they plan to meet Cook County Demolition Diversion compliance.

LMC: During demolition, LMC will perform on-site recycling for all eligible materials. Further studies to be contemplated as we start to engage demolition subcontractors.

HODC: N/A no demolition necessary

4B: Confirm whether recycling and compost opportunities will be offered for residential and

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

retail landfill waste diversion.

LMC: Due to strict operational concerns, retail composting will not be an option. We are able to entertain compost piles within the residential garden knowing that unit proximity will be sensitive.

HODC: On-site recycling will be offered to residents.

(5) GREENSPACE AND TREE CANOPY

5A: Include a detailed landscape plan with species listing and maintenance plan. Prioritize native and climate-hardy trees, shrubs, and perennials. Consider sustainable landscaping practices through limiting gas-power equipment use, inorganic pesticides and fertilizers.

LMC: Native and climate-hardy trees, shrubs, and perennials will be prioritized and specified within the landscape documents. We will discuss inorganic pesticides and fertilizers with our contract service team. Limiting gas-powered equipment for maintenance is not likely given the size of the site, but we will investigate our options.

HODC: The site will prioritize native and climate-hardy trees, shrubs, and perennials. Existing trees, especially adjacent to neighbors, will be preserved as possible during construction.

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PIONEER
Engineering & Environmental Services, LLC

2753 W. 31st Street | Chicago, IL 60608
Tel: 773-722-9200 | Fax: 773-722-9201 | pioneerEES.com

July 13, 2022

LMC, A Lennar Company
151 North Franklin Street, Suite 2665
Chicago, IL 60606
Attn: Jeff Woll

Re: Report of Geotechnical Investigation
1657 Shermer Road
Northbrook, Illinois
Pioneer Project No. 22-0250-151

Dear Mr. Woll:

Pioneer Engineering & Environmental Services, LLC (Pioneer) was contracted to conduct a geotechnical investigation for the proposed residential complex to be located at 1657 Shermer Road in Northbrook, Illinois. The investigation was performed in general accordance with Pioneer Proposal No. 18575, dated May 26, 2022. The scope of the investigation included drilling, sampling and laboratory testing of soil obtained in 23 borings in support of the proposed foundation design of the project.

Project Overview

The Project Site consists of an irregular-shaped parcel located at 1657 Shermer Road in Northbrook, Illinois. The site has approximate overall dimensions of 700 feet by 800 feet and is bordered by railroad tracks on the east, a residential area on the north, commercial buildings and Shermer Road on the west, and an apartment complex on the south. The Site is currently developed with a large single story office/warehouse building that occupies the majority of the south half of the property and associated parking on the west and north sides of the building.

Current plans include demolishing the existing building and constructing three new buildings, including:

1. A small retail building (6,500 SF) in the west-central part of the property.
2. A 335 unit, 5-story multi-family building wrapped around a centrally-located precast concrete parking garage.
3. A 48 unit, 4-story, wood-frame multi-family building in the northwest corner of the property.

Parking lots are planned in the southwest corner and northeast corners of the property and an access road will surround the apartment complex. A stormwater detention pond is planned in the southeast corner of the lot.

Historical Site Information

A cursory review of historical aerial photos were made to help determine if the past history of the site, such as previous structures, may provide insight into the existing site subsurface conditions. Aerial photos from 1938 to present were reviewed to help determine where previous development (i.e. foundations, floor slabs, or fill placement) may have been located.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

According to the available aerial imagery, the site primarily consisted of farm land in 1938. By 1952, it appears to have been developed with the current commercial building and a parking lot. The building was expanded by 1962. By 1972, the building was once again expanded and has remained relatively unchanged since then. Between 1952 and the present, the parking lot experienced a number expansions and changes.

Subsurface Investigation

Twenty-three soil borings were performed for the current project, reference the attached Boring Location Diagrams, Figures 1 and 2. Most of the borings were located in the field by GPS methods using coordinates obtained from the Google Earth website. Borings inside the existing building were located using conventional taping procedures. The ground surface elevation at each boring was interpolated from spot elevations included on the Preliminary Grading Plan (undated) provided by Lennar.

Borings B-1 through B-19 were advanced with an ATV-mounted Geoprobe 7822DT drill rig using 3 ¼-inch diameter hollow stem augers (HSAs). Representative soil samples were obtained from each sampling interval using the split barrel sampling procedure performed in accordance with ASTM Standard D 1586, "Method for Penetration Test and Split Barrel Sampling of Soils". In the split barrel sampling procedure, a 140-pound hammer falls 30 inches and drives a two-inch outer diameter split barrel sampler 18 inches into the soil. The number of blows required to drive the barrel sampler the final 12 inches is the Standard Penetration Resistance (SPT N-value) for that interval. This test result indicates the soil's relative density and comparative consistency, and provides a basis for estimating the relative strength and compressibility of soil. Representative soil samples were obtained at 2.5-foot intervals to a depth of 15 feet and 5-foot intervals thereafter.

Borings HC-1 through HC-4 were located in an area of the existing building that was not accessible with the drill rig. These borings were advanced with a cart-mounted Geoprobe rig that uses direct-push techniques to advance the sampler. Continuous samples were obtained at 2-foot intervals to a depth of 12 feet.

The borings were backfilled immediately after drilling to prevent a hazard. The soil samples obtained from each interval were logged in the field according to their predominant geological characteristics. The field logs were subsequently used to prepare the final boring logs that are included as an attachment to this report. Soil samples obtained from the drilling operations were identified by boring number and sampling depth, and brought to Pioneer's laboratory for further examination and testing.

The soil samples were analyzed for physical soil parameters including moisture content. In addition, the soil was further classified in accordance with the Unified Soil Classification System. A natural moisture content test was performed for each sampling interval and/or stratum in accordance with ASTM Standard D 2216. The laboratory test data is included on the attached Boring Logs.

Subsurface Conditions

Soil Conditions. The following generalized soil profile was encountered in the borings.

- *Bituminous Concrete Pavement.* Much of the site consists of the asphalt parking lot. The site is paved with a 1 to 4-inch thick Bituminous Concrete Surface over a variable thickness gravel base course with a typical thickness on the order of 7 to 12 inches.

- *Concrete Slab.* Nine borings were located inside the existing building. The floor slab consisted of a 3 to 8 inch concrete slab over a gravel base course.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

- *Black, Brown, Dark Brown and Gray Fill Materials.* At isolated locations, the Pavement/Floor Slab is underlain by a layer of Fill materials to depths of 2 to 3 feet below grade. The Fill is a Black, Brown, Dark Brown and Gray Silty Clay which possess moisture contents ranging from 12.7 to 28.5 percent.

- *Dark Brown/Gray to Brown and Gray Mottled Silty Clay.* In seven borings, the Pavement/Floor Slab are underlain by a layer of very tough to hard Dark Brown/Gray to Brown and Gray Mottled Silty Clay to a depth of 2 to 3 feet below grade. The deposit possesses unconfined compressive strengths ranging from 2.7 to 4.2 tons per square foot (tsf) and moisture contents on the order of 23.2 to 27.1 percent.

- *Brown and Gray Silty Clay.* The upper profile soils are underlain by a massive deposit of tough to very hard Brown and Gray Silty Clay which extends to a depth of 8 to 13 feet below grade. The deposit possesses typical unconfined compressive strengths ranging from 2 tsf to greater than 4.5 tsf and moisture contents on the order of 15 to 22 percent.

- *Gray Silty Clay.* The borings were terminated in a deposit of tough to very hard Gray Silty Clay. The deposit possesses unconfined compressive strengths of 1.7 to 5.7 tsf and moisture contents ranging from 13.0 to 23.9 percent.

Groundwater Conditions. Groundwater was not encountered in any of the borings during drilling.

Glacial soils in the Midwest typically oxidize from gray to brown above the level at which the soils remain saturated. The long-term groundwater level is often interpreted to be near this zone of color change. This color change was recorded as a gradual change from Brown Silty Clay to Gray Silty Clay between approximately 8 to 13 feet below existing ground surface. It is recommended that a long-term groundwater level of 8 feet below existing ground surface should be used for design purposes.

Seasonal and yearly fluctuations in the water table can be expected due to variations in precipitation, evaporation, and surface runoff. Also, it is likely that pockets of perched groundwater may occur after precipitation events.

The subsurface description is of a generalized nature to highlight the major subsurface stratification features and material characteristics. The boring logs included in the appendix should be reviewed for specific information at individual boring locations. These records include soil descriptions, stratifications, penetration resistance, locations of the samples and laboratory test data. The stratifications shown on the boring logs represent the conditions only at the actual boring locations. Variations may occur and should be expected between boring locations. The stratifications represent the approximate boundary between subsurface materials and the actual transition may be gradual.

Conclusions and Recommendations

Site Preparation

Demolition. Current development plans include the demolition of the existing structures. Concrete from the existing structures' floor slabs and foundation walls/footings should be removed from the site or crushed and stockpiled for re-use in project earthwork. If properly sized (per IDOT CA-1, CA-6, or CA-7 gradation), the crushed concrete can be used as structural backfill.

Existing footings and foundation walls should be removed below the proposed footings, but can generally be left in place unless they are in direct conflict with the new building components or if they are located within 2 feet below the design sub grade for pavements or floor slabs.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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Foundation System

Design Criteria. The proposed buildings are all planned with slab-on-grade first floors with top-of-slab ranging from Elev. 645 (residential buildings) and Elev. 644 (retail building). The structures are expected to be supported by frost-depth footings at an assumed depth of approximately 4 feet below top of slab or Elev. 640 to 641. The elevator pit foundations are typically located at a depth of approximately 6 feet below top-of-floor slab.

Foundation Support Soils. The following soil types were evaluated for support of the building foundations.

- The Fill possesses poor engineering properties and will not provide adequate foundation support for the foundations. In the proposed building areas, the Fill was encountered to a depth of 1 to 3 feet below existing grade.
- The Brownish Gray and Brown/Gray Mottled Silty Clay that was encountered at isolated borings possesses variable properties for foundation support. Some zones possess adequate engineering properties for support of the building loads but others do not. Soils with an unconfined compressive strength less than 1.5 tsf and moisture contents greater than 25 percent should be undercut to a depth of 2 foot below design subgrade and replaced with Structural Fill.
- The underlying very tough to very hard Silty Clay possesses excellent properties for foundation support if properly prepared.

The depth to bearing soil is included in the following table.

Table 1: Summary of Depth to Bearing Soil

Boring Number	Approximate Depth to Bearing Soil From Existing Grade (feet)	Approximate Elevation of Bearing Soil (MSL)	Notes
Proposed 4-Story Multi Family Building			
B-1	3	636	
B-2	2	638	
B-3	3	637.5	
Proposed Parking Garage			
HC-2	3	642	
HC-3	3	642	
HC-4	3	642	
B-11	3	642	
B-14	2	640.5	
Proposed 5-Story Multi Family Building			
HC-1	3	642	
HC-2	3	642	

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Boring Number	Approximate Depth to Bearing Soil From Existing Grade (feet)	Approximate Elevation of Bearing Soil (MSL)	Notes
HC-3	3	642	
HC-4	3	642	
B-4	3	638.5	
B-5	3	638.5	
B-6	2	643	
B-7	3	639	High Moisture Clay from 1.5 to 3 feet
B-8	2	642	
B-9	2	643	
B-10	3	642	High Moisture Clay from 1.5 to 3 feet
B-11	3	642	
B-12	4	641	High Moisture Clay from 4 to 5.5 feet
B-13	3	638.5	
B-14	2	640.5	
Proposed Retail Building			
B-15	2	640.5	High Moisture Clay from 1.5 to 5.5 feet
B-16	2	642.5	

Continuous/Spread Footings. Pioneer believes conventional footings can be used to support the building loads. Footings founded at the following depths and supported on the native Brown and Gray Silty Clay or on a pad of Structural Fill can be dimensioned using the net allowable bearing capacities provided in the table below.

Table 2: Allowable Bearing Capacity

Footing Level	Bottom of Footing Depth From Existing Grade	Allowable Bearing Capacity (psf)	Anticipated Settlement (Inches)	Soil Type at Recommended Footing Elevation
Proposed 4-Story Multi Family Building, Parking Garage and 5-Story Multi Family Building				
Frost-Depth	3'-6" to 4'-6"	4,000	0.5 - 0.75	Native Silty Clay
Elevator Mat	5'-6" to 6'-6"	4,000	0.5	Native Silty Clay
Proposed Retail Building				
Frost-Depth	3'-6" to 4'-6"	3,000	0.5	Native Silty Clay

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The net allowable soil bearing pressure refers to that pressure which may be imposed on the foundation soils in excess of the final minimum surrounding overburden pressure.

Pioneer anticipates that properly designed and constructed footings supported upon the recommended bearing soil or on a pad of Structural Fill should experience a maximum total settlement as listed above. Differential settlements ranging from ½ to ⅔ the total settlement are possible across the building area due to variations in subsurface conditions and foundation loadings.

Undercut/Replacement of Unsuitable Soil. The following should be used where unsuitable soil is encountered below the design footing subgrade and an undercut-replacement scheme is used for footing support. Any unsuitable soils such as highly organic materials or fill that are encountered at the design footing subgrade should be removed to the depth encountered and replaced with Structural Fill. Typical Structural Fill, such as 3-inch crushed limestone or concrete choked with 1-inch nominal granular material (IDOT CA-7 gradation), should be placed in 18-inch lifts and compacted by use of a vibratory compactor or through the force of a backhoe's bucket to seat the stone. The width of the excavation should extend at least one foot horizontally beyond the perimeter of the footing on all sides for each one foot of vertical undercut below the bottom of the footing, thus providing for adequate lateral distribution of the foundation stresses.

An additional discussion of the placement and compaction of Structural Fill is included in the Earthwork Controls section of this report.

Additional Footing Design Criteria. All footings should be founded a minimum of 3.5 feet below final exterior grade to eliminate the effects of frost on footing behavior. Interior column footings below a heated building should be founded at least 2 feet below the final floor slab level. In order to prevent local bearing failure, isolated column footings should have a minimum lateral dimension of 24-inches and continuous footings should have a minimum width of 18-inches. If the buildings are constructed during winter months or if the footings will likely be subjected to freezing temperatures after construction is completed, then the footings should be protected from freezing.

In order to limit the effects of differential movement that may occur due to variations in the character of the supporting soils and variations in seasonal moisture contents, Pioneer recommends that the continuous footings be suitably reinforced to make them as rigid as practical.

Floor Slabs

Slab-on-Grade. The building and parking garage slabs will be located over the native Silty Clay or previously noted Fill materials. While unsuitable for support of foundations, floor slabs are commonly constructed over Fill. However, minor settlement can be expected due to the variable nature of the Fill. The following procedures should be used for support and to help minimize settlement of the at-grade floor slabs.

Once the floor slab areas are excavated to the design subgrade, the subgrade should be inspected for unsuitable soils. In areas where highly organic material or where zones of construction debris (i.e. asphalt and/or brick fragments) are encountered, the Fill should be removed to the depth encountered and replaced with Structural Fill. Zones of Fill containing low content of construction debris should be inspected for stability by proofrolling, if possible, or by recompacting. Unstable areas should be removed to a depth of 2 feet below floor slab subgrade and replaced with Structural Fill. Old footings or floor slabs, if any, should be removed to a depth of 2 feet below slab design subgrade.

The above partial-depth removal and replacement scheme is provided as an economical method to minimize slab settlement and cracking. Because all of the Fill is not being removed, it is possible that zones of voids or

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loose Fill will still remain and could lead to future settlement. If no risk of floor slab settlement is desired, it is recommended that the existing Fill be removed in its entirety and replaced with Structural Fill.

Structural Fill should be an approved granular soil equivalent to an IDOT CA-6 or CA-7 gradation. Engineered fill should be placed and compacted in lifts with a maximum lift thickness of 8 inches. Each lift of IDOT CA-7 open graded granular soil should be compacted to a minimum of 75% of the relative density in accordance with ASTM Standards D 4253 and D 4254. If IDOT CA-6 granular material is used, the soil should be compacted to a minimum of 95% of the maximum density per ASTM D 1557 (Modified Proctor).

Assuming the floor slab subgrade is prepared as recommended, a modulus of subgrade reaction of 75 pounds per cubic inch (pci) should be used.

The floor slab should be supported by a minimum 6-inch thick granular base course of IDOT CA-6 or CA-7 crushed stone or equivalent. The base course will not only facilitate fine grading of the slab subgrade surface, but will also serve as a capillary cutoff layer, which would minimize the migration of moisture through the floor slab. The use of a vapor barrier beneath the floor slab is also recommended. A simple polyethylene membrane can generally be installed at a minimal cost, further minimizing the migration of moisture through the floor slab, which may damage sensitive floor coverings. Floor slabs-on-grade should be isolated from the foundation system and contain the proper number of isolation and contraction joints to maintain the integrity of the slab should minor differential movements occur.

If the floor slab subgrade is prepared in the winter during freezing conditions, any exposed subgrade soils should be protected from freezing, typically with blankets. Engineered fill should not be placed on frozen soils.

Lateral Earth Pressure

Temporary shoring may be required during construction depending on the proximity to existing structures, utilities, and property lines. Temporary shoring and permanent below grade structures should be designed in accordance with the recommendations in this section.

The following table presents recommended values of earth pressure and friction coefficients based on our experience with soils in the area. Equivalent fluid pressures are frequently used for the calculation of lateral earth pressures for the "at-rest", "active" and “passive” conditions, and are also provided. Earth pressures are influenced by the structural design of the temporary shoring, methods of construction and the strength of the subgrade. The “at-rest” condition (K_o) assumes no wall rotation and is usually applicable for basement walls. The recommended design lateral earth pressures do not include a factor of safety and do not provide for possible hydrostatic pressure on the walls. The temporary shoring should also be adequately braced to resist the lateral earth pressures and any short-time construction loads in addition to permanent surcharge loads.

If temporary shoring is not free to rotate or deflect at the top, possibly due to tiebacks or walers, Pioneer recommends designing temporary shoring for the “at-rest” lateral earth pressure condition using K_o. Temporary shoring that is permitted to rotate and deflect at the top can be designed for the active lateral earth pressure condition using K_a.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Table 3: Estimated Lateral Pressure and Friction Parameters

EARTH PRESSURE CONDITIONS	COEFFICIENT FOR BACKFILL TYPE	EQUIVALENT FLUID PRESSURE (pcf)	DRAINED FRICTION ANGLE (degrees)	UNIT WEIGHT (pcf)
Active (K_a)	Granular - 0.27 Clay - 0.36	Granular – 32 Clay – 45	Granular – 35 Clay – 28	Granular – 120 Clay –125
At-Rest (K_o)	Granular – 0.43 Clay – 0.48	Granular – 52 Clay – 60	Granular – 35 Clay – 28	Granular – 120 Clay –125
Passive (K_p)	Granular – 3.69 Clay – 2.77	Granular – 443 Clay – 346	Granular – 35 Clay – 28	Granular – 120 Clay –125
FRICTION COEFFICIENTS				
Concrete placed on Sand			Tan δ = 0.45	
Concrete placed on Clay			Tan δ = 0.30	

Notes: The Equivalent Fluid Pressures in the table above are based on a moist, not submerged state.

Horizontal loads acting on a wall are resisted by friction along the foundation base and by passive pressure against the footing face, which is perpendicular to the line of applied force. The passive pressures on the toe of the wall can be computed by assuming a passive pressure coefficient from the table above for granular backfill on the consideration that some friction angle will develop between the backfill and the outer face of the structure. Passive resistance should be considered only for soils below the 3.5-foot frost depth.

Detention Basin Design Considerations

A detention basin is planned in the southeastern corner of the Site. The soil encountered in the detention pond area (Borings B-19) include Silty Clay which generally have low permeability and will limit seepage out of the pond. Although not expected, Sand seams will not provide an adequate seal for the pond and are erodible. The Sandy soils, when encountered on the sides or bottom of the pond, should be excavated a minimum of two feet beyond the planned design grades and replaced with compacted clay. The clay seal should be benched into side slopes to provide adequate continuity of the impervious seal. Compaction of the seal should be a minimum of 90% of the maximum dry density per ASTM D 698. The side slopes should be no steeper than 4H:1V to reduce the potential for erosion and for ease of maintenance.

Seismic Design Criteria

The Site Classification is based on the upper 100 feet of the site profile defined by a weighted average value of either shear wave velocity, standard penetration resistance, or undrained shear strength in accordance with ASCE 7-16 and the International Building Code (IBC).

Based on the soil properties encountered at the site and as described on the boring logs, it is our opinion that the Seismic Site Classification is D (“Stiff Soil”) as detailed in the table below. Subsurface explorations at the site were extended to a maximum depth of 40 feet below existing grade and data from geologic sources were used to estimate the soil properties below this depth.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Table 4: Seismic Site Class

Description	Type	Value
Site Classification	Stiff Soil	D
Risk Category	I, II or II	II
Seismic Design Category	SDC	B
MCE_R Ground Motion (0.2 Sec Period)	S_S	0.111
MCE_R Ground Motion (1.0 Sec Period)	S_1	0.06
MCE_G Peak Ground Acceleration	PGA	0.055

Based on a Seismic Design Category B, a liquefaction or seismic response analysis is not required at the site.

In accordance with IBC 2012, Section 1615.1, a site-specific procedure for the determination of the ground motion accelerations shall only be used for structures on sites classified as Site Class F, and therefore, is not required for this site.

Groundwater Control and Excavation Stability

Groundwater was not encountered in any of the borings at the site. However, based on the gradual change from Brown Silty Clay to Gray Silty Clay between approximately 8 to 13 feet below existing ground surface. It is recommended that a long-term groundwater level of 8 feet below existing ground surface should be used for design purposes. Pumps should be readily available to maintain relatively dry excavations in the event of water seepage. Pumps should be used to maintain as dry of an evacuation as possible.

During rainy seasons and under normal conditions, surface runoff and seepage water that may accumulate overnight or momentarily in foundation excavations should be promptly removed through standard perimeter ditch, sump, and pump procedures. Water, as well as loosened or disturbed materials, should be removed from the base of excavations immediately prior to the placement of concrete.

Precautions should also be taken so that the foundation systems of existing structures and utilities are not undermined. If temporary shoring will not be used to brace the sides of the excavation for a basement, Pioneer recommends sloping the sides of the excavation in accordance with local ordinances and OSHA regulations. Materials removed from the excavation should not be stockpiled immediately adjacent to the excavation, since this surcharge load may cause a sudden collapse of the slope.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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Earthwork Controls.

Structural Fill should meet the following properties for use as floor slab support soils.

Table 5: Structural Fill Material Requirements

Fill Type	USCS Classification	Acceptable Location for Placement
Cohesive	CL, CL-ML	Below floor slabs and pavement
Granular	GW, GP, GM, GC SW, SP, SM, SC	Below floor slabs, pavement and foundations
Unsuitable	CH, MH, ML, OL, OH, PT	Non-structural areas

Structural Fill should be placed and compacted in accordance with the following requirements.

Table 6: Fill Placement and Compaction Requirements

Description	Requirement
Fill Lift Thickness	10 inches loose measurement when sheepsfoot or steel drum rollers are used 6 inches loose measurement when jumping jacks or plate compactors are used
Minimum Compaction Requirement Below Foundations and Slabs-on-Grade and Upper 12 Inches of Paved Areas	95% of the maximum dry density per ASTM D-1557 (Modified Proctor)
Minimum Compaction Requirement Below 12 Inches of Paved Areas and Landscaped Areas	90% of the maximum dry density per ASTM D 1557 (Modified Proctor)
Moisture Content of Cohesive Soils	-2% to +3 % of optimum moisture content per ASTM D 1557
Open-graded Aggregate including IDOT CA-1 and CA-7 Gradations	Compact in 8-inch thick lifts loose measure to achieve stability through particle interlock

All subgrade surfaces should be protected during construction from deterioration or softening caused by frost or ponding of water. Water should not be allowed to stand in the excavations for a sustained period of time. All soft, loose, or disturbed soils should be removed to competent support materials. If the floor slab or pavement subgrade is prepared in the winter, exposed subgrade soils should be protected from freezing. Structural fill should not be placed on frozen soils.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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Report Limitations

This geotechnical investigation report has been prepared to aid in the evaluation and design of this project. As a result, this report has provided generalized guidelines to be considered during the actual design and construction phases of the proposed building. The information provided in this report should be evaluated by, and the site improvements should be designed by a licensed structural engineer or architect. Should deviations from the noted subsurface conditions be encountered during construction, this information should be brought to Pioneer's attention. Pioneer would welcome the opportunity to provide field construction services for this project. The analysis and recommendations submitted in this report are based upon the data obtained from the soil borings performed at the locations indicated on the location diagram. It should be understood that this location was approximate, since the boring locations were not surveyed. This report does not reflect any variations that may occur between and beyond these borings.

This report has been prepared for the sole use of the client identified in the report and cannot be relied upon by other persons or entities without Pioneer's permission. The observations and conclusions contained herein are limited by the scope and intent of the work mutually agreed upon by the client and Pioneer and the work actually performed. There are no warranties, implied or expressed, concerning the integrity of the areas and/or mediums not analytically tested.

Pioneer appreciates the opportunity to provide our services for this project. Please feel free to contact us if you have any questions or concerns.

Respectfully Submitted,
Pioneer Engineering & Environmental Services, LLC

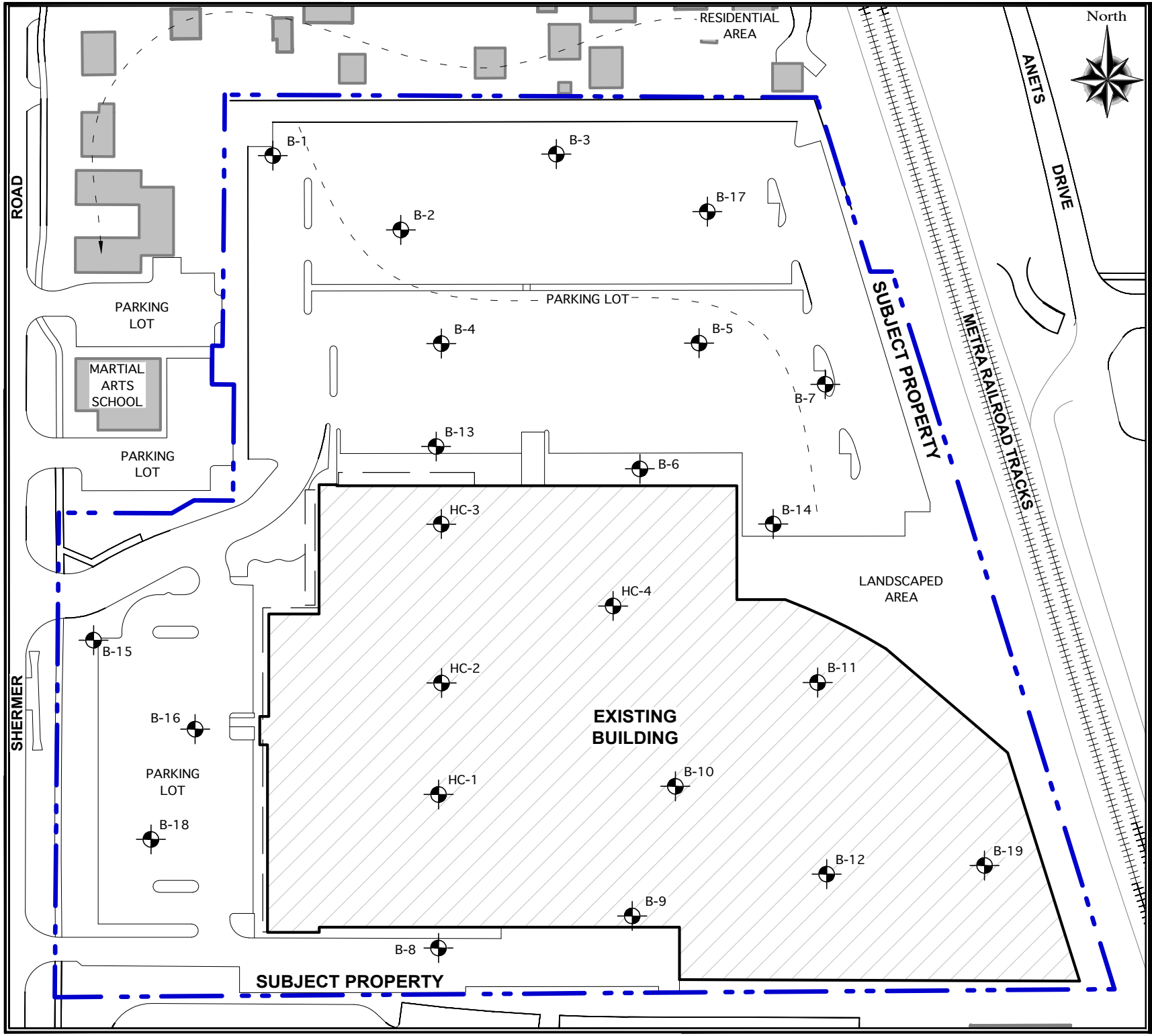
ROBERT L. GAY
62-41762
LICENSED
PROFESSIONAL
ENGINEER
OF
ILLINOIS

Muhamad Saeed, E.I.T.
Geotechnical Engineer

Robert L. Gay, P.E.
Senior Geotechnical Engineer
11/30/23

Attachments: Boring Locations & Site Diagram (Figures and 2)
Boring Logs
Soil Classification Chart

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)



FIGUR
Soil Boring Locations & Site Diagram
1657 Shermer Roac
Northbrook, IL

Scale: 1" = 100'
0' 10

Drawn by: M. Sanabria Valadez

Job No.: 22-0250-151

Date: July 2022

Checked by: Muhamad Saeed

Legend: Approximate Property L

Geotechnical Soil Borin Location

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657

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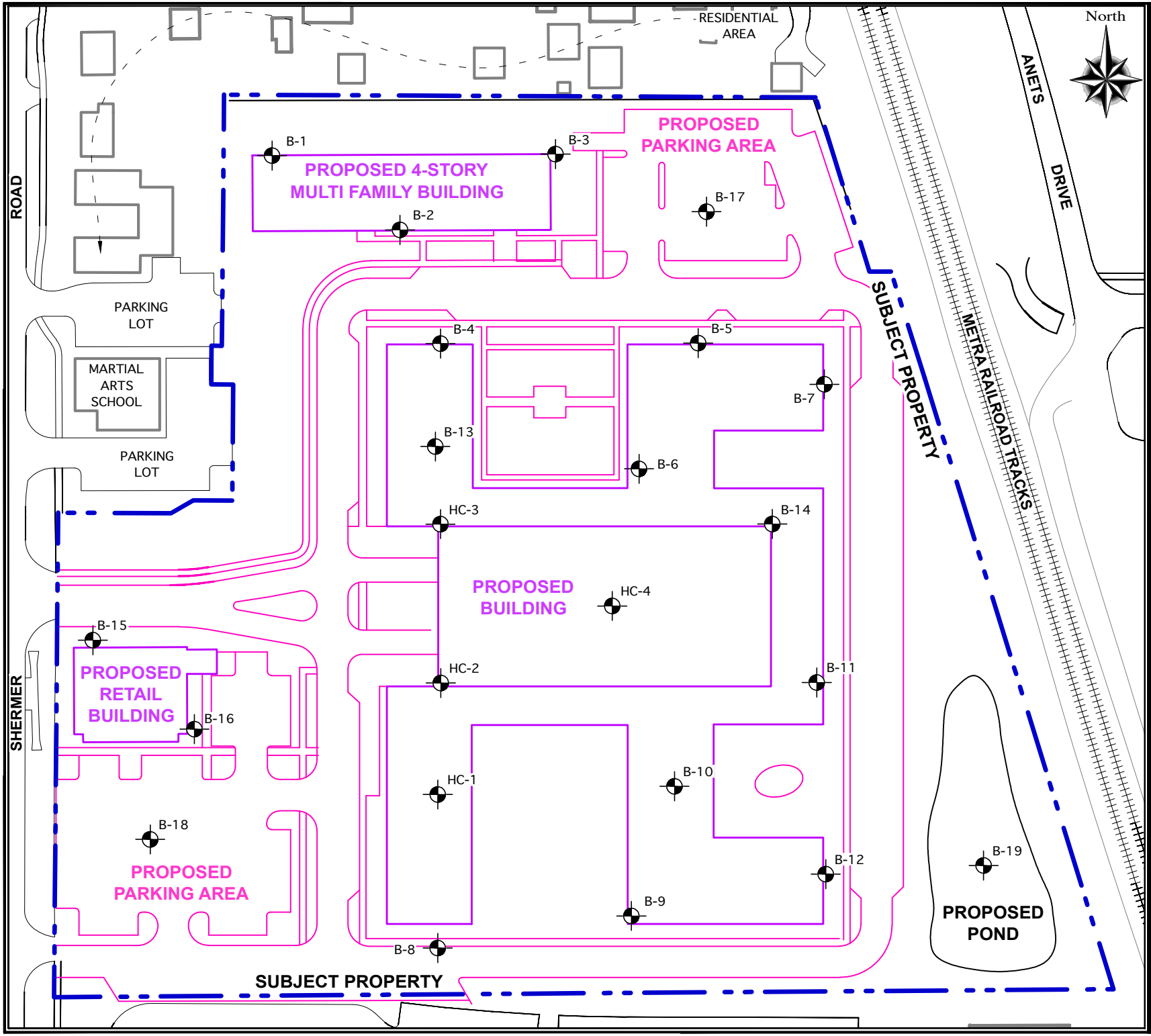

FIGUR
Soil Boring Locations & Proposed Site Diagram
1657 Shermer Roac
Northbrook, IL

Scale:
1" = 100'
0' 10

Drawn by:
M. Sanabria Valadez

Job No.:
22-0250-151

Date:
July 2022

Checked by:
Muhamad Saeed

Legend: Approximate Property L

Geotechnical Soil Borin Location

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657

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BORING LOG B-1

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 639.00 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0			PVMENT	4" Bituminous Concrete Surface 10" Gravel Base Course	1						5.3	
				FILL	Dark Brown Silty Clay FILL, trace coarse to fine sand	2	16	3/3/3 N=6	3.5	4.4		19.3	104.5
635				CL	Brown and Gray Silty CLAY, trace coarse to fine sand	3	18	1/2/3 N=5	3.5	5.1		19.8	109.9
	5			CL	Brown Silty CLAY, trace coarse to fine sand, trace gravel	4	15	4/7/10 N=17	4.5	8.7		11.9	117.1
630				CL	Gray Silty CLAY, trace coarse to fine sand, trace gravel	5	18	3/8/12 N=20	4.5	6.9		16.5	118.0
	10			CL	Gray Silty CLAY, trace coarse to fine sand	6	18	3/6/9 N=15	4.5	7.5		17.7	116.2
625				CL	Gray Silty CLAY, trace coarse to fine sand, trace gravel	7	13	3/4/6 N=10	3.5	5.0		17.8	117.0
	15												
620				CL	some coarse to fine sand, little gravel at 18.5 feet	8	16	3/3/4 N=7	1.0	1.7		13.0	126.4
	20												
615				CL		9	16	2/3/4 N=7	2.25	3.9		21.5	106.2
	25				End of boring at 25-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft
Moisture PL LL
1 25
STRENGTH, tsf
Qu Qp
0 2.0

Completion Depth: 25.0 ft
Date Boring Started: 6/10/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-2

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 641.00 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
641	0			PVMENT	4" Bituminous Concrete Surface 12" Gravel Base Course	1						4.2	
640				CL	Brown and Gray Silty CLAY, trace coarse to fine sand	2	16	3/4/5 N=9	4.5	9.2		18.3	107.2
				CL	Brown Silty CLAY, trace coarse to fine sand	3	18	3/5/6 N=11	4.5	11.0		19.4	112.0
635	5			CL	Brown Silty CLAY, trace coarse to fine sand, trace gravel	4	18	5/8/11 N=19	4.5	8.1		19.7	107.2
				CL	Gray Silty CLAY, trace coarse to fine sand	5	15	4/9/12 N=21	4.5	8.5		16.0	115.8
630	10			CL	Gray Silty CLAY, trace coarse to fine sand, trace gravel	6	10	3/5/4 N=9	2.5	3.9		19.7	114.6
				CL		7	18	3/4/5 N=9	2.75	3.5		20.1	114.6
625	15												
				CL	Gray Silty CLAY, trace coarse to fine sand	8	18	2/3/3 N=6	2.0	3.4		19.1	109.9
620	20												
				CL		9	18	2/2/3 N=5	1.5	2.3		23.9	106.1
	25				End of boring at 25-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft
Moisture PL LL
1 25
STRENGTH, tsf
Qu Qp
0 2.0

Completion Depth: 25.0 ft
Date Boring Started: 6/9/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-3

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 640.50 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
640	0			PVMENT	4" Bituminous Concrete Surface 11" Gravel Base Course	1						10.4	
				CL	Black Silty Clay FILL, little sand	2	11	2/2/3 N=5	4.5	7.4		18.8	112.9
					Brown and Gray Silty CLAY, trace coarse to fine sand								
	5			CL		3	16	2/4/6 N=10	4.5	7.9		18.3	111.0
635					Brown Silty CLAY, trace coarse to fine sand								
				CL		4	18	2/5/7 N=12	4.5	7.3		19.6	106.6
				CL		5	18	2/4/6 N=10	3.5	5.6		21.2	107.6
	10												
630				CL		6	13	3/4/5 N=9	3.0	4.5		20.8	104.8
					Gray Silty CLAY, trace coarse to fine sand, trace gravel								
				CL		7	16	3/3/4 N=7	3.25	4.6		18.6	122.4
	15												
625					Gray Silty CLAY, trace coarse to fine sand								
				CL		8	18	3/3/3 N=6	2.0	3.0		19.9	108.8
	20												
620													
				CL		9	18	2/4/6 N=10	1.5	2.8		21.0	111.2
	25				End of boring at 25-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft
Moisture PL LL
1 25
STRENGTH, tsf
Qu Qp
0 2.0

Completion Depth: 25.0 ft
Date Boring Started: 6/10/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-4

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 641.50 ft MSL

Elevation, (feet)	Depth, (feet)	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0	PVMENT	4" Bituminous Concrete Surface 12" Gravel Base Course	1						6.6	
640		FILL	Black Silty Clay FILL, little sand	2	11	3/3/4 N=7	3.75	4.7		20.5	109.1
			Brown and Gray Silty CLAY, trace coarse to fine sand								
	5	CL	Brown Silty CLAY, trace coarse to fine sand	3	16	3/4/7 N=11	4.5	8.8		19.3	110.7
635		CL	Brown Silty CLAY, trace coarse to fine sand, trace gravel	4	18	2/5/8 N=13	4.0	6.3		20.2	109.1
	10	CL	Gray Silty CLAY, trace coarse to fine sand	5	18	4/8/11 N=19	4.5	7.7		17.5	117.2
630		CL	Gray Silty CLAY, trace coarse to fine sand, trace gravel	6	18	2/3/5 N=8	2.5	3.8		18.1	115.4
	15	CL		7	16	3/3/4 N=7	3.5	5.3		18.9	108.1
625		CL	Gray Silty CLAY, trace coarse to fine sand	8	13	2/4/4 N=8	1.75	3.0		16.8	114.6
	20										
620		CL		9	16	2/3/3 N=6	1.5	2.7		23.8	99.8
	25		End of boring at 25-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft
Moisture
PL
LL
1 25
STRENGTH, tsf
Qu Qp
0 2.0

Completion Depth: 25.0 ft
Date Boring Started: 6/9/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-5

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 641.50 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0			PVMENT	4" Bituminous Concrete Surface 11" Gravel Base Course	1						3.6	
640				FILL	Black and Dark Brown Silty Clay FILL, little sand	2	13	3/3/4 N=7	4.25	3.1		26.6	98.4
					Brown Silty CLAY, trace coarse to fine sand								
	5			CL		3	16	3/4/7 N=11	4.25	9.1		18.4	110.6
635				CL		4	18	3/5/9 N=14	4.5	9.2		19.0	114.3
				CL		5	18	4/5/8 N=13	4.0	9.3		18.8	111.4
	10				Gray Silty CLAY, trace coarse to fine sand								
630				CL		6	16	3/4/7 N=11	2.5	3.9		21.6	111.0
				CL		7	18	3/3/4 N=7	2.5	2.4		21.3	109.2
	15												
625													
				CL		8	18	2/3/4 N=7	2.25	3.9		22.0	111.3
	20												
620													
				CL		9	18	3/3/4 N=7	2.5	1.8		19.9	119.4
	25				End of boring at 25-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft
Moisture
PL
LL
1
25
STRENGTH, tsf
Qu
Qp
0
2.0

Completion Depth: 25.0 ft
Date Boring Started: 6/8/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-6

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 645.00 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0			PVMENT	4" Bituminous Concrete Surface 8" Gravel Base Course	1						5.4	
				CL	Brown and Gray Silty CLAY, trace coarse to fine sand	2	11	3/4/5 N=9	4.5	5.5		18.8	112.6
640	5			CL		3	16	4/6/8 N=14	4.5	8.9		19.3	110.5
					Gray Silty CLAY, trace coarse to fine sand								
				CL		4	18	5/7/10 N=17	4.5	10.5		18.6	113.8
635	10			CL		5	18	4/8/11 N=19	4.5	8.9		17.8	109.4
					Gray Silty CLAY, trace coarse to fine sand								
				CL		6	18	4/6/8 N=14	2.75	4.2		19.3	113.0
					Gray Silty CLAY, little coarse to fine sand								
				CL		7	18	3/4/4 N=8	1.5	2.0		12.8	126.6
630	15												
				CL		8	16	2/3/4 N=7	1.0	2.1		12.4	130.7
625	20												
				CL		9	13	2/4/5 N=9	3.75	5.2		19.9	111.5
620	25				End of boring at 25-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft
Moisture
PL
LL
1
25
STRENGTH, tsf
Qu
Qp
0
2.0

Completion Depth: 25.0 ft
Date Boring Started: 6/9/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-7

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 642.00 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0			PVMENT	4" Bituminous Concrete Surface 10" Gravel Base Course	1						19.4	
640				CL	Brown and Gray Mottled Silty CLAY, trace medium to fine sand	2	13	2/3/4 N=7	3.0	3.5		26.9	100.6
					Gray Silty CLAY, trace coarse to fine sand								
	5			CL		3	16	3/4/6 N=10	4.5	11.7		17.8	116.2
635					Brown and Gray Silty CLAY, trace coarse to fine sand								
				CL		4	18	3/5/9 N=14	4.5	8.9		19.6	112.0
	10			CL		5	18	3/6/7 N=13	4.5	7.1		20.1	108.9
					Gray Silty CLAY, trace coarse to fine sand								
630				CL		6	18	4/4/5 N=9	2.5	3.9		20.1	112.0
				CL		7	13	3/3/3 N=6	1.75	2.8		21.6	109.8
	15												
625													
				CL		8	16	2/3/4 N=7	1.5	2.9		21.7	109.3
	20												
620													
				CL		9	18	3/4/5 N=9	2.5	4.3		22.3	106.7
	25				End of boring at 25-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft
Moisture
PL
LL
1 25
STRENGTH, tsf
Qu
Qp
0 2.0

Completion Depth: 25.0 ft
Date Boring Started: 6/8/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-8

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 644.00 ft MSL

Elevation, (feet)	Depth, (feet)	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0	PVMENT	4" Bituminous Concrete Surface 12" Gravel Base Course	1						17.3	
		FILL	Black Silty Clay FILL, little sand	2	9	2/4/5 N=9				17.7	
		CL	Brown and Gray Silty CLAY, trace sand, trace gravel				3.5	4.3		19.5	114.6
640		CL	Brown and Gray Silty CLAY, trace coarse to fine sand	3	13	3/5/8 N=13	4.5	10.4		18.8	111.4
	5	CL	Brown Silty CLAY, trace coarse to fine sand	4	16	4/7/11 N=18	4.5	9.8		18.0	113.2
635		CL		5	18	4/6/13 N=19	4.5	9.0		18.4	109.9
	10	CL	Gray Silty CLAY, trace coarse to fine sand, trace gravel	6	18	3/4/8 N=12	4.5	6.2		18.0	108.3
630		CL		7	18	2/4/5 N=9	2.75	4.3		21.0	108.3
	15										
625		CL	Gray Silty CLAY, trace coarse to fine sand	8	13	2/3/3 N=6	2.0	3.7		17.6	115.5
	20										
620		CL		9	16	2/3/4 N=7	2.5	4.3		18.5	116.8
	25		End of boring at 25-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft
Moisture
PL
LL
1
25
STRENGTH, tsf
Qu
Qp
0
2.0

Completion Depth: 25.0 ft
Date Boring Started: 6/10/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-9

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 645.00 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0		FLR SLAB		8" Concrete Slab 2" Gravel Base Course	1						11.4	
				CL	Dark Brown and Brown Mottled Silty CLAY, little coarse to fine sand	2	13	3/3/3 N=6	3.0	4.2		23.8	101.6
640	5			CL	Brown and Gray Silty CLAY, trace coarse to fine sand	3	16	1/1/2 N=3	0.75	1.6		20.7	104.2
				CL	Brown Silty CLAY, trace coarse to fine sand	4	16	2/3/4 N=7	2.5	3.1		15.5	129.7
635	10			CL	Gray Silty CLAY, trace coarse to fine sand	5	18	4/7/10 N=17	4.5	6.6		18.3	117.0
				CL		6	15	4/6/11 N=17	4.5	8.4		17.2	117.1
630	15			CL		7	16	3/4/5 N=9	1.5	3.0		21.1	109.4
625	20			CL		8	18	2/3/4 N=7	2.0	3.8		21.0	114.4
620	25			CL		9	18	3/3/4 N=7	1.5	2.3		19.7	112.4
					End of boring at 25-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft
Moisture
PL
LL
1 25
STRENGTH, tsf
Qu
Qp
0 2.0

Completion Depth: 25.0 ft
Date Boring Started: 6/15/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-10

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 645.00 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0		FLR SLAB		8" Concrete Slab 10" Gravel Base Course	1						8.0	
				CL	Brown and Dark Brown Mottled Silty CLAY, trace fine sand	2	10	3/4/4 N=8	4.5	3.4		27.4	100.9
					Brown Silty CLAY, trace fine sand								
640	5			CL		3	13	3/5/7 N=12	4.0	9.5		18.2	118.1
					Brown Silty CLAY, trace coarse to fine sand								
				CL		4	16	4/8/10 N=18	4.5	7.3		20.5	105.2
					Gray Silty CLAY, trace coarse to fine sand								
				CL		5	18	3/4/7 N=11	3.75	4.0		19.9	109.2
635	10				Gray Silty CLAY, trace coarse to fine sand, trace gravel								
				CL		6	18	3/5/6 N=11	4.25	5.5		18.5	114.8
				CL		7	11	2/3/4 N=7	2.5	2.1		23.0	107.8
630	15												
				CL		8	16	3/3/4 N=7	3.75	5.3		18.6	116.7
625	20												
				CL		9	18	3/5/6 N=11	4.25	5.5		19.1	109.8
620	25				End of boring at 25-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft
Moisture PL LL
1 25
STRENGTH, tsf
Qu Qp
0 2.0

Completion Depth: 25.0 ft
Date Boring Started: 6/15/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-11

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 645.00 ft MSL

Elevation, (feet)	Depth, (feet)	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0	FLR SLAB	8" Concrete Slab 10" Gravel Base Course	1						7.0	
		CL	Brown and Gray Mottled Silty CLAY, little medium to fine sand	2	10	4/3/4 N=7	2.5	3.7		23.2	105.2
			Brown and Gray Silty CLAY, little sand								
640	5	CL		3	13	3/5/7 N=12	3.25	3.9		20.1	111.5
			Brown Silty CLAY, trace coarse to fine sand								
		CL		4	16	4/7/10 N=17	4.5	7.5		17.9	112.1
635	10	CL		5	18	3/8/11 N=19	4.5	10.0		16.5	111.0
			Gray Silty CLAY, trace coarse to fine sand								
		CL		6	18	4/7/11 N=18	4.5	8.4		14.7	116.9
630	15	CL		7	16	3/5/6 N=11	3.5	5.6		19.2	114.0
625	20	CL		8	18	3/4/4 N=8	2.25	4.0		19.8	115.9
620	25	CL		9	15	2/3/3 N=6	2.25	4.1		19.0	115.5
			End of boring at 25-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft
Moisture
PL
LL
1 25
STRENGTH, tsf
Qu
Qp
0 2.0

Completion Depth: 25.0 ft
Date Boring Started: 6/7/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-12

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 645.00 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0		FLR SLAB		8" Concrete Slab 10" Gravel Base Course	1						12.6	
				FILL	Dark Gray Silty Clay FILL, trace medium to fine sand	2	13	2/2/2 N=4	1.5	3.2		26.2	93.0
640	5			CL	Brownish Gray Mottled Silty CLAY, trace medium to fine sand	3	11	1/1/2 N=3	1.25	2.3		28.1	98.0
				CL	Brown Silty CLAY, trace coarse to fine sand, trace gravel	4	18	4/7/9 N=16	4.5	7.8		21.8	106.7
635	10			CL		5	16	4/9/11 N=20	4.5	9.7		19.3	110.5
				CL	Gray Silty CLAY, trace coarse to fine sand	6	18	3/5/7 N=12	3.0	5.2		19.6	112.5
630	15			CL		7	18	3/4/4 N=8	2.0	2.8		19.6	109.4
625	20			CL		8	18	4/7/8 N=15	4.5	6.2		18.7	110.0
620	25			CL		9	18	3/4/5 N=9	2.5	3.4		22.0	106.1
					End of boring at 25-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft
Moisture PL LL
1 25
STRENGTH, tsf
Qu Qp
0 2.0

Completion Depth: 25.0 ft
Date Boring Started: 6/15/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-13

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 641.50 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0			PVMENT	1" Bituminous Concrete Surface 7" Concrete Base Course 10" Gravel Base Course	1							
640				FILL	Black and Dark Brown Silty Clay FILL, little sand	2	13	2/3/4 N=7	3.75	5.1		25.9 19.7	109.8
				CL	Brown and Gray Silty CLAY, trace coarse to fine sand								
	5			CL	Brown Silty CLAY, trace coarse to fine sand, trace gravel	3	16	3/4/8 N=12	4.5	9.8		19.1	112.9
635				CL		4	15	5/8/10 N=18	4.5	9.9		18.4	108.7
					Brown Silty CLAY, trace coarse to fine sand								
	10			CL		5	18	4/7/11 N=18	4.5	8.2		19.3	107.6
630				CL		6	16	4/8/4 N=12	1.5	3.3		21.4	108.8
					Gray Silty CLAY, trace coarse to fine sand								
	15			CL		7	16	2/3/4 N=7	1.75	3.5		20.2	113.3
625													
	20			CL		8	18	3/3/3 N=6	2.0	3.2		22.5	111.5
620													
	25			CL		9	16	3/4/5 N=9	1.75	3.9		21.3	109.1

Continued Next Page

STANDARD PENETRATION TEST DATA
N in blows/ft
Moisture PL LL
1 25
STRENGTH, tsf
Qu Qp
0 2.0

Completion Depth: 40.0 ft
Date Boring Started: 6/9/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-13

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
615					Gray Silty CLAY, trace coarse to fine sand								
	30			CL		7	15	3/5/5 N=10	4.0	2.7		22.7	106.1
610													
	35			CL		8	18	3/5/7 N=12	3.5	3.6		18.4	117.1
605													
	40			CL		9	16	3/4/5 N=9	4.5	4.3		16.7	109.8
					End of boring at 40-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft ◎
× Moisture ◪ PL ✚ LL
1 25
STRENGTH, tsf
▲ Qu ✳ Qp
0 2.0

Completion Depth: 40.0 ft
Date Boring Started: 6/9/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-14

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 642.50 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0			PVMENT	3.5" Bituminous Concrete Surface 11" Gravel Base Course	1						2.1	
640				CL	Brown and Gray Silty CLAY, trace coarse to fine sand	2	11	2/3/4 N=7	3.25	4.3		22.8	106.5
	5			CL		3	16	2/5/7 N=12	4.0	6.5		19.5	110.3
635				CL	Brown Silty CLAY, trace coarse to fine sand, trace gravel	4	16	3/6/10 N=16	4.5	7.8		20.4	114.3
	10			CL	Brown Silty CLAY, trace coarse to fine sand	5	18	3/5/7 N=12	4.5	7.0		20.6	108.8
630				CL		6	18	3/4/5 N=9	1.75	3.3		19.8	111.2
	15			CL	Gray Silty CLAY, trace coarse to fine sand	7	18	2/3/3 N=6	1.75	2.9		21.9	110.7
625				CL		8	18	2/3/3 N=6	1.5	2.5		18.3	122.8
620	20												
	25			CL		9	16	2/2/4 N=6	1.5	2.7		22.0	113.6

STANDARD PENETRATION TEST DATA
N in blows/ft
Moisture PL LL
1 25
STRENGTH, tsf
Qu Qp
0 2.0

Continued Next Page

Completion Depth: 40.0 ft
Date Boring Started: 6/8/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-14

Sheet 2 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
615					Gray Silty CLAY, trace coarse to fine sand								
	30			CL		7	13	2/3/4 N=7	1.5	3.2		20.8	119.7
610					Gray Silty CLAY, trace fine sand								
	35			CL		8	16	2/4/4 N=8	2.5	4.1		19.3	111.0
605					Gray SILT								
	40			CL		9	15	5/6/10 N=16	4.5	5.7		17.4	131.9
					End of boring at 40-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft ◎
× Moisture ◪ PL ✚ LL
1 25
STRENGTH, tsf
▲ Qu ✳ Qp
0 2.0

Completion Depth: 40.0 ft
Date Boring Started: 6/8/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-15

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 642.50 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0			PVMENT	4" Bituminous Concrete Surface 12" Gravel Base Course	1						15.6	
				CL	Grayish Brown Mottled Silty CLAY, trace medium to fine sand	2	10	2/3/4 N=7				26.3	
640				CL	Brown and Gray Mottled Silty CLAY, trace coarse to fine sand				3.25			26.6	
				CL		3	16	2/3/3 N=6	3.25	4.5		24.7	96.9
	5				Brown Silty CLAY, trace coarse to fine sand								
				CL		4	18	4/7/10 N=17	4.5	6.0		19.8	110.8
635				CL		5	18	4/8/12 N=20	4.5	9.3		19.4	103.5
	10												
				CL		6	16	3/4/7 N=11	4.5	7.7		19.8	112.6
630					Gray Silty CLAY, trace coarse to fine sand								
				CL		7	13	2/3/3 N=6	1.75	3.2		20.2	110.7
	15				End of boring at 15-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft
Moisture PL LL
1 25
STRENGTH, tsf
Qu Qp
0 2.0

Completion Depth: 15.0 ft
Date Boring Started: 6/10/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-16

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 644.50 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0			PVMENT	4" Bituminous Concrete Surface 11" Gravel Base Course	1						14.2	
				FILL	Black Silty Clay FILL, little sand							21.6	
				CL	Brown and Gray Silty CLAY, little coarse to fine sand	2	16	3/4/5 N=9	4.5	4.0		15.9	103.2
640				CL		3	18	4/6/7 N=13	4.5	6.2		12.6	123.1
	5			CL	Brown Silty CLAY, trace coarse to fine sand, trace gravel	4	18	5/8/10 N=18	4.5	9.2		19.4	107.1
635				CL	Brown Silty CLAY, trace coarse to fine sand, trace gravel	5	16	4/10/11 N=21	4.5	10.4		16.9	112.2
	10			CL	Gray Silty CLAY, trace coarse to fine sand	6	13	3/5/6 N=11	4.0	6.9		18.6	109.6
630				CL		7	15	3/5/5 N=10	2.0	4.4		21.2	111.6
	15				End of boring at 15-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft
Moisture PL LL
1 25
STRENGTH, tsf
Qu Qp
0 2.0

Completion Depth: 15.0 ft
Date Boring Started: 6/10/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-17

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 641.50 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0			PVMENT	4" Bituminous Concrete Surface 14" Gravel Base Course	1						14.2	
640				CL	Brown and Gray Silty CLAY, trace coarse to fine sand, trace gravel	2	13	3/4/5 N=9	4.5	4.0		15.9	103.2
				CL	Brown and Gray Silty CLAY, trace coarse to fine sand	3	16	4/6/8 N=14	4.5	6.2		12.6	123.1
	5												
635				CL	Brown Silty CLAY, trace coarse to fine sand	4	18	4/5/10 N=15	4.5	9.2		19.4	107.1
					End of boring at 7.5-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft ◎
× Moisture ◪ PL ✚ LL
1 25
STRENGTH, tsf
▲ Qu ✳ Qp
0 2.0

Completion Depth: 7.5 ft
Date Boring Started: 6/10/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-18

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 643.00 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0			PVMENT	4" Bituminous Concrete Surface 14" Gravel Base Course	1						9.1	
				CL	Brown and Gray Silty CLAY, trace coarse to fine sand, trace gravel	2	10	2/3/4 N=7	3.25	3.7		20.1	104.4
640					Brown and Gray Silty CLAY, trace coarse to fine sand								
	5			CL		3	16	3/4/6 N=10	3.75	4.0		24.6	101.7
					Brown Silty CLAY, trace coarse to fine sand								
				CL		4	18	4/8/10 N=18	4.5	12.4		18.2	111.2
					End of boring at 7.5-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft ◎
× Moisture ◪ PL ✚ LL
1 25
STRENGTH, tsf
▲ Qu ✳ Qp
0 2.0

Completion Depth: 7.5 ft
Date Boring Started: 6/10/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG B-19

Sheet 1 of

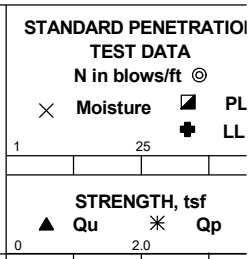
Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 645.00 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0		FLR SLAB		8" Concrete Slab 10" Gravel Base Course	1						7.2	
				CL	Dark Brown and Brown Mottled Silty CLAY, little fine sand	2	11	6/5/3 N=8	2.75			24.9	
				CL	Brown and Gray Silty CLAY, little coarse to fine sand	3	13	2/3/5 N=8	4.5	8.1		19.2	107.6
640	5			CL	Brown Silty CLAY, trace coarse to fine sand	4	18	4/8/11 N=19	4.5	9.1		19.9	109.2
				CL		4	18	5/8/10 N=18	4.5	9.3		19.8	104.5
635	10				End of boring at 10 feet								



Completion Depth: 10.0 ft
Date Boring Started: 6/15/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolate from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG HC-1

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)	STANDARD PENETRATION TEST DATA N in blows/ft ◎ × Moisture ◪ PL ✚ LL (1–25) / STRENGTH, tsf ▲ Qu ✳ Qp (0–2.0)
					Surface Elev.: 645.00 ft MSL									
	0		FLR SLAB		3" Concrete Slab 9" Gravel Base Course	1						22.4		×
				FILL	Black and Dark Brown Silty Clay FILL, trace coarse to fine sand	2		// N=				24.4		×
				CL	Brown Silty CLAY, trace sand	3		// N=		5.8		23.6	113.6	×
640	5			CL	Brown Silty CLAY, trace coarse to fine sand	4		// N=	4.5	6.1		19.3	110.9	×
				CL	Brown Silty CLAY, trace coarse to fine sand	5		// N=	3.5	6.3		20.0	110.1	× ✳
635	10			CL	Gray Silty CLAY, trace coarse to fine sand	6		// N=	2.0	3.2		20.4	104.6	× ✳ ▲
					End of boring at 12-feet									

Completion Depth: 12.0 ft
Date Boring Started: 6/13/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG HC-2

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 645.00 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0		FLR SLAB		3" Concrete Slab 15" Gravel Base Course	1						22.4	
				FILL	Brown and Gray Silty Clay FILL, trace coarse to fine sand	2		// N=				17.4	
				CL	Brown Silty CLAY, trace coarse to fine sand	3		// N=		6.2		23.6	104.3
640	5			CL		4		// N=	4.5	7.7		19.3	112.3
				CL		5		// N=	3.5	5.6		20.0	115.2
635	10			CL	Gray Silty CLAY, trace coarse to fine sand	6		// N=	2.0	3.2		20.4	105.5
					End of boring at 12-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft ◎
× Moisture ◪ PL ✚ LL
1 25
STRENGTH, tsf
▲ Qu ✳ Qp
0 2.0

Completion Depth: 12.0 ft
Date Boring Started: 6/13/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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BORING LOG HC-3

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
					Surface Elev.: 645.00 ft MSL								
	0		FLR SLAB		4" Concrete Slab 10" Gravel Base Course	1						8.6	
				FILL	Black and Dark Brown Silty Clay FILL, trace coarse to fine sand	2		// N=				21.2	
				CL	Brown and Gray Silty CLAY, trace coarse to fine sand	3		// N=	4.5	5.8		18.7	113.6
640	5			CL	Brown Silty CLAY, trace coarse to fine sand, trace gravel	4		// N=	4.5	6.1		19.0	110.9
				CL	Brown Silty CLAY, trace coarse to fine sand	5		// N=	4.5	6.3		20.3	110.1
635	10			CL	Gray Silty CLAY, trace coarse to fine sand	6		// N=	2.0	3.2		20.3	104.6
					End of boring at 12-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft ◎
× Moisture ◪ PL ✚ LL
1 25
STRENGTH, tsf
▲ Qu ✳ Qp
0 2.0

Completion Depth: 12.0 ft
Date Boring Started: 6/13/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Pioneer Engineering & Environmental Svcs
2753 W. 31st Street
Chicago, IL 60608
Telephone: 773-722-9200
Fax: 773-722-9201

BORING LOG HC-4

Sheet 1 of

Project No.: 22-0250-151
Project: Proposed 5-Story Residential Development
Location: 1657 Shermer Road
Northbrook, IL
Client: Lennar Multifamily Communities

Drilling Method: 3.25" Hollow Stem Augers
Sampling Method: Split-Spoon Sampling
Hammer Type: Automatic Hammer
Drill Rig Type: Geoprobe 7822DT
Backfill Method: Auger Cuttings

WATER LEVELS
During Drilling None
At Completion
After 5 Days

Surface Elev.: 645.00 ft MSL

Elevation, (feet)	Depth, (feet)	Graphic Log	Sample Type	USCS Classification	MATERIAL DESCRIPTION	Sample No.	Recovery (inches)	SPT Blows per 6-inch N-values	Hand Penetrometer Qp (tsf)	Unconfined Compressive Strength Qu (tsf)	Vane Shear (Peak) Su (tsf)	Moisture, %	Dry Density (pcf)
	0		FLR SLAB		4" Concrete Slab 4" Gravel Base Course	1						8.4	
				FILL	Brown Silty Clay FILL, some sand	2		// N=				12.7	
				CL	Brown and Gray Silty CLAY, trace coarse to fine sand	3		// N=	2.5	2.9		18.3	104.2
640	5			CL	Brown Silty CLAY, trace coarse to fine sand, trace gravel	4		// N=	4.5	7.6		19.3	129.7
				CL	Brown Silty CLAY, trace coarse to fine sand	5		// N=	3.0	4.8		16.5	117.0
635	10			CL	Gray Silty CLAY, trace coarse to fine sand	6		// N=	3.25	4.8		19.1	117.1
					End of boring at 12-feet								

STANDARD PENETRATION TEST DATA
N in blows/ft ◎
× Moisture ◪ PL ✚ LL
1 25
STRENGTH, tsf
▲ Qu ✳ Qp
0 2.0

Completion Depth: 12.0 ft
Date Boring Started: 6/13/22
Driller: GA
Checked By: RG
Logged By: JV

Sample Types:
Vane Shear
Split-Spoon
Rock Core
Shelby Tube
Hand Auger
Auger Cutting

Remarks: Ground Surface Elevation Interpolated from Drawing C4.0, Preliminary Grading Plan by V3, undated.

The stratification lines represent approximate boundaries. The transition may be gradual.

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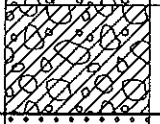
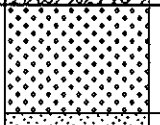
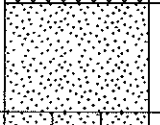
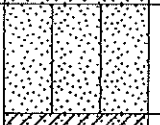
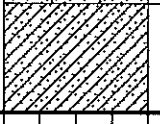
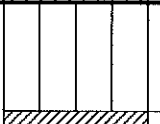
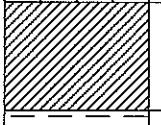
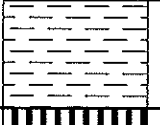
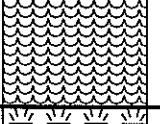
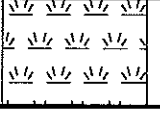
NOTE: DUAL SYMBOLS ARE USED TO INDICATE BORDERLINE SOIL CLASSIFICATIONS

MAJOR DIVISIONS			SYMBOLS: GRAPH	SYMBOLS: LETTER	TYPICAL DESCRIPTIONS
COARSE GRAINED SOILS — MORE THAN 50% OF MATERIAL IS LARGER THAN NO. 200 SIEVE SIZE	GRAVEL AND GRAVELLY SOILS — MORE THAN 50% OF COARSE FRACTION RETAINED ON NO. 4 SIEVE	CLEAN GRAVELS (LITTLE OR NO FINES)		GW	WELL-GRADED GRAVELS, GRAVEL - SAND MIXTURES, LITTLE OR NO FINES
				GP	POORLY-GRADED GRAVELS, GRAVEL - SAND MIXTURES, LITTLE OR NO FINES
		GRAVELS WITH FINES (APPRECIABLE AMOUNT OF FINES)		GM	SILTY GRAVELS, GRAVEL - SAND - SILT MIXTURES
				GC	CLAYEY GRAVELS, GRAVEL - SAND - CLAY MIXTURES
	SAND AND SANDY SOILS — MORE THAN 50% OF COARSE FRACTION PASSING ON NO. 4 SIEVE	CLEAN SANDS (LITTLE OR NO FINES)		SW	WELL-GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
				SP	POORLY-GRADED SANDS, GRAVELLY SAND, LITTLE OR NO FINES
		SANDS WITH FINES (APPRECIABLE AMOUNT OF FINES)		SM	SILTY SANDS, SAND - SILT MIXTURES
				SC	CLAYEY SANDS, SAND - CLAY MIXTURES
FINE GRAINED SOILS — MORE THAN 50% OF MATERIAL IS SMALLER THAN NO. 200 SIEVE SIZE	SILTS AND CLAYS	LIQUID LIMIT LESS THAN 50		ML	INORGANIC SILTS AND VERY FINE SANDS, ROCK FLOUR, SILTY OR CLAYEY FINE SANDS OR CLAYEY SILTS WITH SLIGHT PLASTICITY
				CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
				OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
	SILTS AND CLAYS	LIQUID LIMIT GREATER THAN 50		MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SAND OR SILTY SOILS
				CH	INORGANIC CLAYS OF HIGH PLASTICITY
				OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS
HIGHLY ORGANIC SOILS				PT	PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENTS

PIONEER ENVIRONMENTAL SERVICES, LLC

SOIL CLASSIFICATION CHART

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

Drilling and Sampling Abbreviations:

Sample/Drilling:
SS- Split Spoon Sampler
ST- Shelby Tube Sampler
RC- Rock Core: NX, BX, AX
HSA- Hollow Stem Auger

In-Situ Tests:
SPT-Standard Penetration Test
PMT-Pressuremeter Test
VS-Vane Shear
DCP-Dynamic Cone Penetrometer
Q_p-Estimated Unconfined Compressive Strength using Pocket Penetrometer
Q_u-Estimated Unconfined Compressive Strength using Rimac Tester

Correlation of Penetration Resistances to Soil Properties:

Relative Density- Sands, Silts
More than 50% retained onto the No. 200 sieve

SPT-N Value	Relative Density
0-3	Very Loose
4-9	Loose
10-29	Medium Dense
30-49	Dense
50-80	Very Dense

Consistency of Cohesive Soils
More than 50% passing the No. 200 sieve

Unconfined Compressive Strength Q_p, tsf	Consistency
under 0.25	Very Soft
0.25-0.49	Soft
0.50-0.99	Stiff
1.00-1.99	Tough
2.00-3.99	Very Tough
4.00-8.00	Hard
over 8.00	Very Hard

Gradation Description and Terminology:

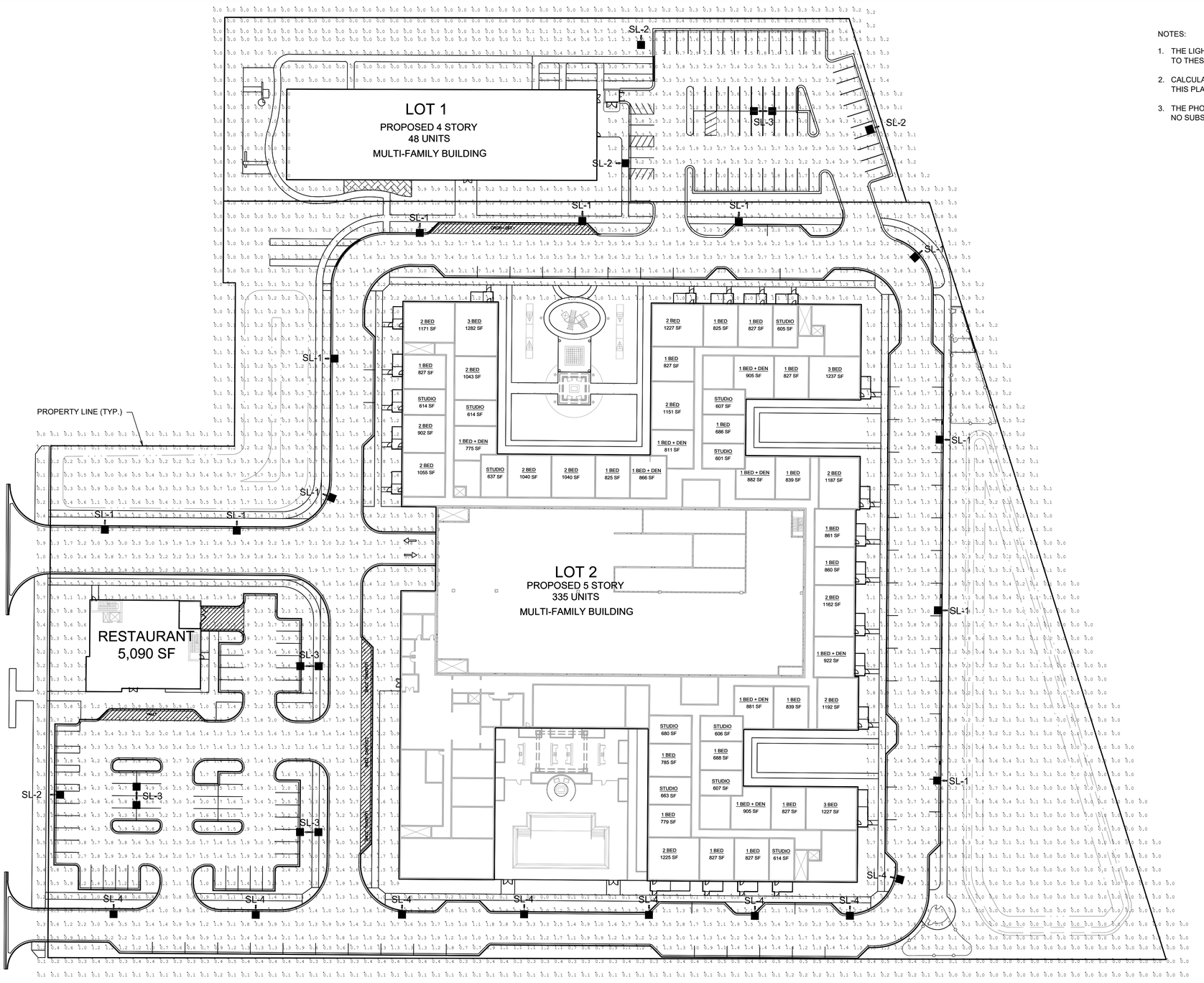
Major Component of Sample	Size Range
Boulders	Over 12 inches
Cobbles	12 inches to 3 inches
Gravel	3 inches to No. 4 sieve
Coarse	*3 inches to ¾ inches*
Fine	*¾ inches to No. 4 sieve*
Sand	No. 4 sieve to No. 200 sieve
Coarse	*No. 4 sieve to No. 10 sieve*
Medium	*No. 10 sieve to No. 40 sieve*
Fine	*No. 40 sieve to No. 200 sieve*
Silt/Clay	Passing No. 200 sieve

Description of Minor Components	Percent of Dry Weight
Trace	1-9
Little	10-19
Some	20-34
And	35-50

PIONEER ENVIRONMENTAL SERVICES, LLC

REFERENCE NOTES FOR BORING LOGS

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)



NOTES:

1. THE LIGHT POLE LOCATIONS ON THIS PLAN SHOW THE RECOMMENDED PLACEMENT. ADJUSTMENTS TO THESE LOCATIONS MAY BE REQUIRED TO ACCOMMODATE SITE CONDITIONS.
2. CALCULATION AREAS ABOVE ARE TAKEN WITHIN THE LIMITS OF PROPOSED PAVEMENT SHOWN ON THIS PLAN.
3. THE PHOTOMETRIC PLAN WAS PREPARED USING THE FIXTURES IN THE SCHEDULE ON THIS SHEET. NO SUBSTITUTIONS ARE PERMITTED WITHOUT APPROVAL BY THE ENGINEER.



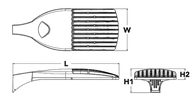
D-Series Size 1
LED Area Luminaire

Catalog Number
Notes
Type

Hit the Tab key or mouse over this page to see all interactive elements.

Specifications

EPA:	1.01 ft² (0.09 m²)
Length:	33" (83.8 cm)
Width:	13" (33.0 cm)
Height H1:	7-1/2" (19.0 cm)
Height H2:	3-1/2"
Weight (max):	27 lbs (12.2 kg)



Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 750W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

4+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX1 LED P7 40K T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series	LEDs	Color temperature	Distribution	Voltage	Mounting
DSX1 LED	**Forward optics** P1 P4 P7 P2 P5 P8 P3 P6 P9 **Rotated optics** P10[2] P12[2] P11[2] P13[2]	30K 3000 K 40K 4000 K 50K 5000 K	T1S Type I short T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium T5VS Type V very short T5S Type V short T5M Type V medium T5W Type V wide BLC Backlight control[3] LCCO Left corner cutoff[3] RCCO Right corner cutoff[3]	MVOLT[1] 120[4] 208[4] 240[4] 277[4] 347[4,5] 480[4,5]	**Shipped included** SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor[6] RPUMBA Round pole universal mounting adaptor[6] **Shipped separately** KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish)[7]

Control options		Other options		Finish (required)	
Shipped installed NLTAIR2 nLight AIR generation 2 enabled[1] PIRHN Network, high/low motion/ambient sensor[1] PER NEMA twist-lock receptacle only (controls ordered separately)[8] PER5 Five-pin receptacle only (controls ordered separately)[8,11] PER7 Seven-pin receptacle only (controls ordered separately)[8,11] DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[9] DS Dual switching[10,12,14]	PIR High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc[13,14] PIRH High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc[13,14] PIR1FC3V High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc, 3-5V[13,14] PIRH1FC3V Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc[13,14] FAO Field adjustable output[14]	**Shipped installed** HS House-side shield[15] SF Single fuse (120, 277, 347V)[4] DF Double fuse (208, 240, 480V)[4] L90 Left rotated optics[1] R90 Right rotated optics[1] **Shipped separately** BS Bird spikes[16] EGS External glare shield[16]	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white	

LITHONIA LIGHTING. One Lithonia Way • Conyers, Georgia 30012 • Phone: 800.279.8041 • www.lithonia.com
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DSX1-LED
Rev. 12/18/18
Page 1 of 8

PROPOSED SITE LIGHTING FIXTURE SCHEDULE							
SYMBOL	DESCRIPTION	QUANTITY	LLF	COLOR	MOUNTING	CONFIG.	CATALOG NO. & NOTES
SL-1	LITHONIA LIGHTING, D-SERIES SIZE 2 LED AREA LIGHT, LUMINAIRE POWER PACKAGE P2, FORWARD THROW MEDIUM DISTRIBUTION	11	0.80	4000K	25'-0" MOUNTING HEIGHT	1 FIXTURE	DSX2-LED-P2-40K-TFTM-MVOLT
SL-2	LITHONIA LIGHTING, D-SERIES SIZE 2 LED AREA LIGHT, LUMINAIRE POWER PACKAGE P1, BACKLIGHT CONTROL DISTRIBUTION	4	0.80	4000K	25'-0" MOUNTING HEIGHT	1 FIXTURE	DSX2-LED-P1-40K-BLC-MVOLT
SL-3	LITHONIA LIGHTING, D-SERIES SIZE 2 LED AREA LIGHT, LUMINAIRE POWER PACKAGE P2, FORWARD THROW MEDIUM DISTRIBUTION	4	0.80	4000K	25'-0" MOUNTING HEIGHT	2 FIXTURE @ 180 deg.	DSX2-LED-P2-40K-TFTM-MVOLT
SL-4	LITHONIA LIGHTING, D-SERIES SIZE 1 LED AREA LIGHT, LUMINAIRE POWER PACKAGE P2, BACKLIGHT CONTROL DISTRIBUTION	8	0.80	4000K	18'-0" MOUNTING HEIGHT	1 FIXTURE	DSX1-LED-P2-40K-BLC-MVOLT

CALCULATED LIGHTING LEVELS (FOOT CANDLES)					
	AVERAGE	MAX	MIN	AVG/MIN	MAX/MIN
CIRCULATION DRIVES	2.10	4.2	0.9	2.33	4.67
SOUTH DRIVE	1.63	3.1	0.6	2.72	5.17
NORTH PARKING LOT	2.85	7.2	1.2	2.38	6.00
RESTAURANT PARKING LOT	2.58	6.5	1.0	2.58	6.50

GRAPHIC SCALE
40 20 0 40
1" = 40'

NO.	DATE	REVISIONS DESCRIPTION

ORIGINAL ISSUE DATE: OIDATE

NO.	DATE	DESCRIPTION

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: JR
DRAWN BY: JR

PHOTOMETRIC PLAN

LMC NORTHBROOK
NORTHBROOK ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
EX1.0

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)



D-Series Size 1
LED Area Luminaire

Catalog Number

Notes

Type

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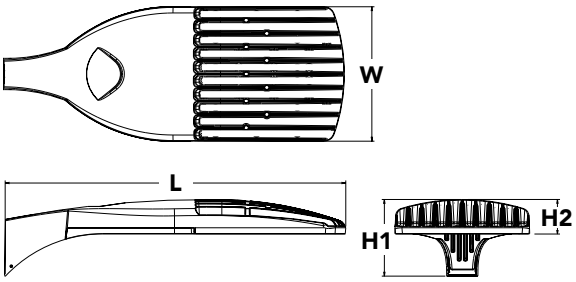

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A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX1 LED P7 40K T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series

DSX1 LED

LEDs

Forward optics

P1	P4	P7
P2	P5	P8
P3	P6	P9

Rotated optics

P10[1]	P12[1]
P11[1]	P13[1]

Color temperature

30K	3000 K
40K	4000 K
50K	5000 K

Distribution

T1S	Type I short	T5VS	Type V very short
T2S	Type II short	T5S	Type V short
T2M	Type II medium	T5M	Type V medium
T3S	Type III short	T5W	Type V wide
T3M	Type III medium	BLC	Backlight control[2]
T4M	Type IV medium	LCCO	Left corner cutoff[2]
TFTM	Forward throw medium	RCCO	Right corner cutoff[2]

Voltage

MVOLT[3]
120[4]
208[4]
240[4]
277[4]
347[4,5]
480[4,5]

Mounting

Shipped included

SPA	Square pole mounting
RPA	Round pole mounting
WBA	Wall bracket
SPUMBA	Square pole universal mounting adaptor[6]
RPUMBA	Round pole universal mounting adaptor[6]

Shipped separately

KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish)[7]

Control options

Shipped installed

NLTAIR2	nLight AIR generation 2 enabled[8]
PIRHN	Network, high/low motion/ambient sensor[9]
PER	NEMA twist-lock receptacle only (controls ordered separate)[10]
PER5	Five-pin receptacle only (controls ordered separate)[10,11]
PER7	Seven-pin receptacle only (controls ordered separate)[10,11]
DMG	0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[12]
DS	Dual switching[12,13,14]
PIR	High/low, motion/ambient sensor, 8-15′ mounting height, ambient sensor enabled at 5fc[15,16]
PIRH	High/low, motion/ambient sensor, 15-30′ mounting height, ambient sensor enabled at 5fc[15,16]
PIR1FC3V	High/low, motion/ambient sensor, 8-15′ mounting height, ambient sensor enabled at 1fc[15,16]
PIRH1FC3V	Bi-level, motion/ambient sensor, 15-30′ mounting height, ambient sensor enabled at 1fc[15,16]
FAO	Field adjustable output[14]

Other options

Shipped installed

HS	House-side shield[17]
SF	Single fuse (120, 277, 347V)[4]
DF	Double fuse (208, 240, 480V)[4]
L90	Left rotated optics[1]
R90	Right rotated optics[1]

Shipped separately

BS	Bird spikes[18]
EGS	External glare shield[18]

Finish *(required)*

DDBXD	Dark bronze
DBLXD	Black
DNAXD	Natural aluminum
DWHXD	White
DDBTXD	Textured dark bronze
DBLBXD	Textured black
DNATXD	Textured natural aluminum
DWHGXD	Textured white

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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Ordering Information

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) [19]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) [19]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) [19]
DSHORT SBK U	Shorting cap [19]
DSX1HS 30C U	House-side shield for P1, P2, P3, P4 and P5 [17]
DSX1HS 40C U	House-side shield for P6 and P7 [17]
DSX1HS 60C U	House-side shield for P8, P9, P10, P11 and P12 [17]
PUMBA DDBXD U*	Square and round pole universal mounting bracket (specify finish) [20]
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) [6]

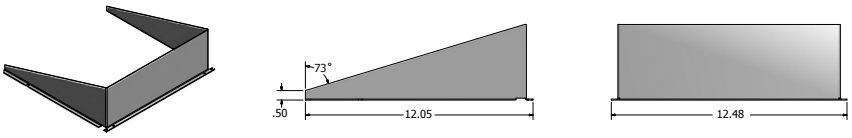
For more control options, visit DTL and ROAM online.

NOTES

1 P10, P11, P12 or P13 and rotated optics (L90, R90) only available together.
2 Not available with HS.
3 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
4 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
5 Not available in P1 or P10.
6 Universal mounting brackets intended for retrofit on existing, pre-drilled poles only. 1.5 G vibration load rating per ANCI C136.31.
7 Must order fixture with SPA option. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
8 Must be ordered with PIRHN. Sensor cover available only in dark bronze, black, white and natural aluminum colors.
9 Must be ordered with NLTAIR2. For more information on nLight Air 2 visit this link.
10 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option. Shorting cap included.
11 If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Node with integral dimming.
12 Provides 50/50fixture operation via (2) independent drivers. Not available with PER, PER5, PER7, PIR or PIRH. Not available P1, P2, P3, P4 or P5.
13 Requires (2) separately switched circuits with isolated neutrel. See Outdoor Control Technical Guide for details.
14 Reference Motion Sensor table on page 4.
15 Reference controls options table on page 4 to see functionality.
16 Not available with other dimming controls options
17 Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
18 Must be ordered with fixture for factory pre-drilling.
19 Requires luminaire to be specified with PER, PER5 or PER7 option. See PER Table on page 3.
20 For retrofit use only.

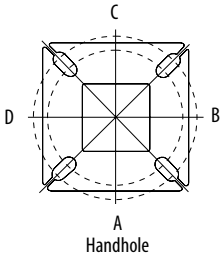
Options

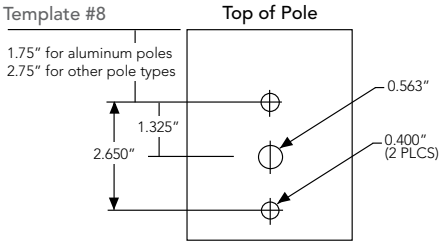
EGS - External Glare Shield



Drilling

HANDHOLE ORIENTATION





Tenon Mounting Slipfitter **

Tenon O.D.	Mounting	Single Unit	2 @ 180	2 @ 90	3 @120	3 @ 90	4 @ 90
2-3/8"	SPA/RPA	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 320	AS3-5 390	AS3-5 490
	SPUMBA	AS3-5 190	AS3-5 280	AS4-5 290	AS3-5 320	AS4-5 390	AS4-5 490
	RUPUMBA	AS3-5 190	AS3-5 280		AS3-5 320		
2-7/8"	SPA/RPA	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
	SPUMBA	AST25-190	AST25-280		AST25-320		
	RUPUMBA	AST25-190	AST25-280		AST25-320		
4"	SPA/RPA	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490
	SPUMBA	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490
	RUPUMBA	AST35-190	AST35-280		AST35-320		

Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS

	Drilling Template	Minimum Acceptable Outside Pole Dimension					
SPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
RPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
SPUMBA	#5	2-7/8"	3"	4"	4"	3.5"	4"
RPUMBA	#5	2-7/8"	3.5"	5"	5"	3.5"	5"

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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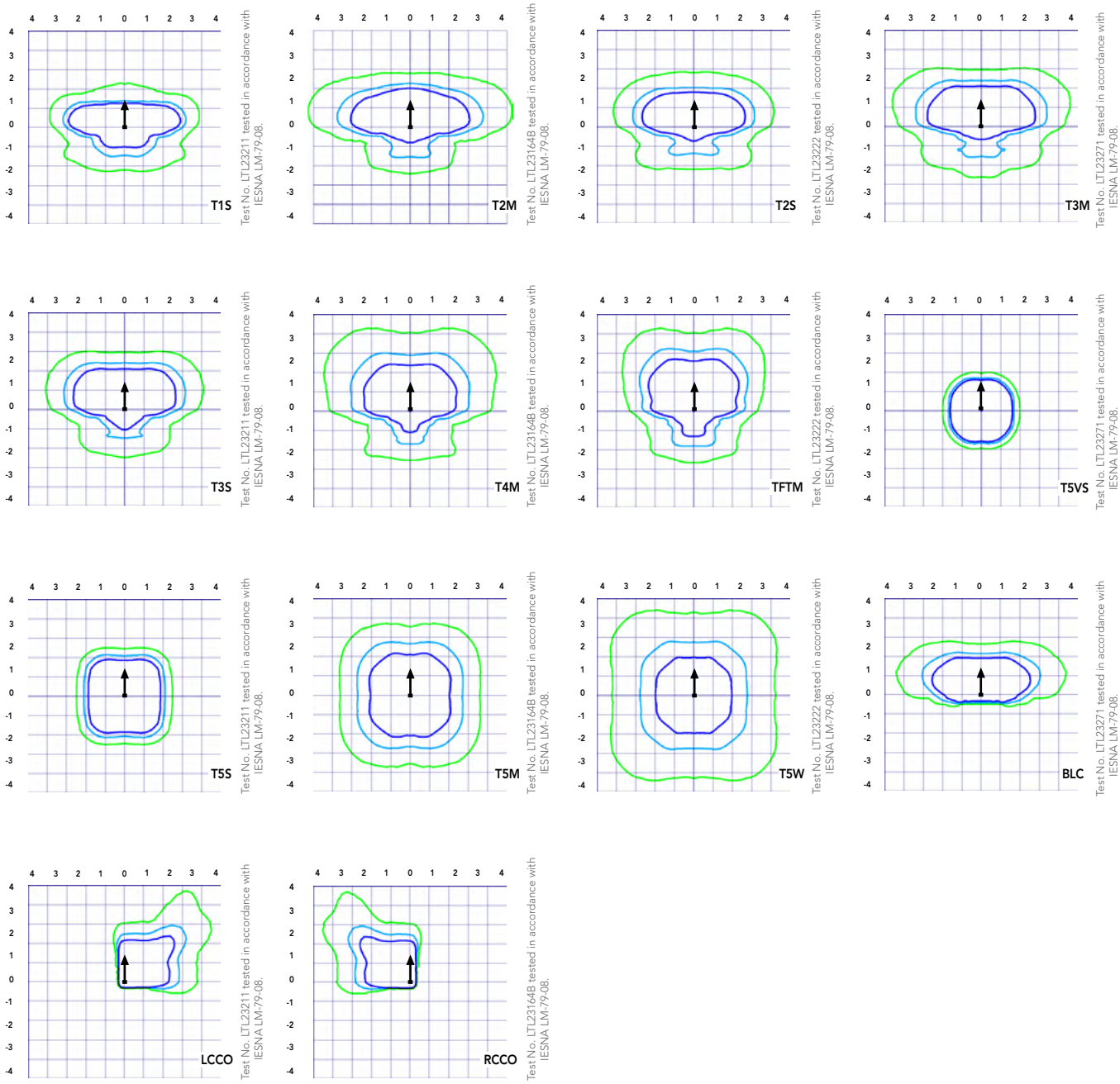
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Area Size 1 homepage.

Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (25').

LEGEND

- 0.1 fc
- 0.5 fc
- 1.0 fc



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Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	50°F	1.02
20°C	68°F	1.01
25°C	**77°F**	**1.00**
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	Lumen Maintenance Factor
0	1.00
25,000	0.96
50,000	0.92
100,000	0.85

Motion Sensor Default Settings						
Option	Dimmed State	High Level (when triggered)	Phototcell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min
*for use when motion sensor is used as dusk to dawn control.						

Electrical Load

					Current (A)					
	Performance Package	LED Count	Drive Current	Wattage	120	208	240	277	347	480
Forward Optics (Non-Rotated)	P1	30	530	54	0.45	0.26	0.23	0.19	0.10	0.12
	P2	30	700	70	0.59	0.34	0.30	0.25	0.20	0.16
	P3	30	1050	102	0.86	0.50	0.44	0.38	0.30	0.22
	P4	30	1250	125	1.06	0.60	0.52	0.46	0.37	0.27
	P5	30	1400	138	1.16	0.67	0.58	0.51	0.40	0.29
	P6	40	1250	163	1.36	0.78	0.68	0.59	0.47	0.34
	P7	40	1400	183	1.53	0.88	0.76	0.66	0.53	0.38
	P8	60	1050	207	1.74	0.98	0.87	0.76	0.64	0.49
	P9	60	1250	241	2.01	1.16	1.01	0.89	0.70	0.51
Rotated Optics (Requires L90 or R90)	P10	60	530	106	0.90	0.52	0.47	0.43	0.33	0.27
	P11	60	700	137	1.15	0.67	0.60	0.53	0.42	0.32
	P12	60	1050	207	1.74	0.99	0.87	0.76	0.60	0.46
	P13	60	1250	231	1.93	1.12	0.97	0.86	0.67	0.49

Controls Options				
Nomenclature	Descripton	Functionality	Primary control device	Notes
FAO	Field adjustable output device installed inside the lumiaire; wired to the driver dimming leads.	Allows the lumiaire to be manually dimmed, effectively trimming the light output.	FAO device	Cannot be used with other controls options that need the 0-10V leads
DS	Drivers wired independantly for 50/50 luminaire operation	The luminaire is wired to two separate circuits, allowing for 50/50 operation.	Independently wired drivers	Requires two seperately switched circuits. Consider nLight AIR as a more cost effective alternative.
PER5 or PER7	Twist-lock photocell recepticle	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire
PIR or PIRH	Motion sensors with integral photocell. PIR for 8-15' mounting; PIRH for 15-30' mounting	Luminaires dim when no occupancy is detected.	Acuity Controls SBOR	Also available with PIRH1FC3V when the sensor photocell is used for dusk-to-dawn operation.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor over-ride when wirelessly connected to the nLight Eclypse.	nLight Air rSDGR	nLight AIR sensors can be programmed and commissione from the ground using the CIAIRity Pro app.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts Contact factory for performance data on any configurations not shown here.

Forward Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30	530	P1	54W	T1S	6,457	2	0	2	120	6,956	2	0	2	129	7,044	2	0	2	130
				T2S	6,450	2	0	2	119	6,949	2	0	2	129	7,037	2	0	2	130
				T2M	6,483	1	0	1	120	6,984	2	0	2	129	7,073	2	0	2	131
				T3S	6,279	2	0	2	116	6,764	2	0	2	125	6,850	2	0	2	127
				T3M	6,468	1	0	2	120	6,967	1	0	2	129	7,056	1	0	2	131
				T4M	6,327	1	0	2	117	6,816	1	0	2	126	6,902	1	0	2	128
				TFTM	6,464	1	0	2	120	6,963	1	0	2	129	7,051	1	0	2	131
				T5VS	6,722	2	0	0	124	7,242	3	0	0	134	7,334	3	0	0	136
				T5S	6,728	2	0	1	125	7,248	2	0	1	134	7,340	2	0	1	136
				T5M	6,711	3	0	1	124	7,229	3	0	1	134	7,321	3	0	2	136
				T5W	6,667	3	0	2	123	7,182	3	0	2	133	7,273	3	0	2	135
				BLC	5,299	1	0	1	98	5,709	1	0	2	106	5,781	1	0	2	107
				LCCO	3,943	1	0	2	73	4,248	1	0	2	79	4,302	1	0	2	80
				RCCO	3,943	1	0	2	73	4,248	1	0	2	79	4,302	1	0	2	80
30	700	P2	70W	T1S	8,249	2	0	2	118	8,886	2	0	2	127	8,999	2	0	2	129
				T2S	8,240	2	0	2	118	8,877	2	0	2	127	8,989	2	0	2	128
				T2M	8,283	2	0	2	118	8,923	2	0	2	127	9,036	2	0	2	129
				T3S	8,021	2	0	2	115	8,641	2	0	2	123	8,751	2	0	2	125
				T3M	8,263	2	0	2	118	8,901	2	0	2	127	9,014	2	0	2	129
				T4M	8,083	2	0	2	115	8,708	2	0	2	124	8,818	2	0	2	126
				TFTM	8,257	2	0	2	118	8,896	2	0	2	127	9,008	2	0	2	129
				T5VS	8,588	3	0	0	123	9,252	3	0	0	132	9,369	3	0	0	134
				T5S	8,595	3	0	1	123	9,259	3	0	1	132	9,376	3	0	1	134
				T5M	8,573	3	0	2	122	9,236	3	0	2	132	9,353	3	0	2	134
				T5W	8,517	3	0	2	122	9,175	4	0	2	131	9,291	4	0	2	133
				BLC	6,770	1	0	2	97	7,293	1	0	2	104	7,386	1	0	2	106
				LCCO	5,038	1	0	2	72	5,427	1	0	2	78	5,496	1	0	2	79
				RCCO	5,038	1	0	2	72	5,427	1	0	2	78	5,496	1	0	2	79
30	1050	P3	102W	T1S	11,661	2	0	2	114	12,562	3	0	3	123	12,721	3	0	3	125
				T2S	11,648	2	0	2	114	12,548	3	0	3	123	12,707	3	0	3	125
				T2M	11,708	2	0	2	115	12,613	2	0	2	124	12,773	2	0	2	125
				T3S	11,339	2	0	2	111	12,215	3	0	3	120	12,370	3	0	3	121
				T3M	11,680	2	0	2	115	12,582	2	0	2	123	12,742	2	0	2	125
				T4M	11,426	2	0	3	112	12,309	2	0	3	121	12,465	2	0	3	122
				TFTM	11,673	2	0	2	114	12,575	2	0	3	123	12,734	2	0	3	125
				T5VS	12,140	3	0	1	119	13,078	3	0	1	128	13,244	3	0	1	130
				T5S	12,150	3	0	1	119	13,089	3	0	1	128	13,254	3	0	1	130
				T5M	12,119	4	0	2	119	13,056	4	0	2	128	13,221	4	0	2	130
				T5W	12,040	4	0	3	118	12,970	4	0	3	127	13,134	4	0	3	129
				BLC	9,570	1	0	2	94	10,310	1	0	2	101	10,440	1	0	2	102
				LCCO	7,121	1	0	3	70	7,671	1	0	3	75	7,768	1	0	3	76
				RCCO	7,121	1	0	3	70	7,671	1	0	3	75	7,768	1	0	3	76
30	1250	P4	125W	T1S	13,435	3	0	3	107	14,473	3	0	3	116	14,657	3	0	3	117
				T2S	13,421	3	0	3	107	14,458	3	0	3	116	14,641	3	0	3	117
				T2M	13,490	2	0	2	108	14,532	3	0	3	116	14,716	3	0	3	118
				T3S	13,064	3	0	3	105	14,074	3	0	3	113	14,252	3	0	3	114
				T3M	13,457	2	0	2	108	14,497	2	0	2	116	14,681	2	0	2	117
				T4M	13,165	2	0	3	105	14,182	2	0	3	113	14,362	2	0	3	115
				TFTM	13,449	2	0	3	108	14,488	2	0	3	116	14,672	2	0	3	117
				T5VS	13,987	4	0	1	112	15,068	4	0	1	121	15,259	4	0	1	122
				T5S	13,999	3	0	1	112	15,080	3	0	1	121	15,271	3	0	1	122
				T5M	13,963	4	0	2	112	15,042	4	0	2	120	15,233	4	0	2	122
				T5W	13,872	4	0	3	111	14,944	4	0	3	120	15,133	4	0	3	121
				BLC	11,027	1	0	2	88	11,879	1	0	2	95	12,029	1	0	2	96
				LCCO	8,205	1	0	3	66	8,839	1	0	3	71	8,951	1	0	3	72
				RCCO	8,205	1	0	3	66	8,839	1	0	3	71	8,951	1	0	3	72
30	1400	P5	138W	T1S	14,679	3	0	3	106	15,814	3	0	3	115	16,014	3	0	3	116
				T2S	14,664	3	0	3	106	15,797	3	0	3	114	15,997	3	0	3	116
				T2M	14,739	3	0	3	107	15,878	3	0	3	115	16,079	3	0	3	117
				T3S	14,274	3	0	3	103	15,377	3	0	3	111	15,572	3	0	3	113
				T3M	14,704	2	0	3	107	15,840	3	0	3	115	16,040	3	0	3	116
				T4M	14,384	2	0	3	104	15,496	3	0	3	112	15,692	3	0	3	114
				TFTM	14,695	2	0	3	106	15,830	3	0	3	115	16,030	3	0	3	116
				T5VS	15,283	4	0	1	111	16,464	4	0	1	119	16,672	4	0	1	121
				T5S	15,295	3	0	1	111	16,477	4	0	1	119	16,686	4	0	1	121
				T5M	15,257	4	0	2	111	16,435	4	0	2	119	16,644	4	0	2	121
				T5W	15,157	4	0	3	110	16,328	4	0	3	118	16,534	4	0	3	120
				BLC	12,048	1	0	2	87	12,979	1	0	2	94	13,143	1	0	2	95
				LCCO	8,965	1	0	3	65	9,657	1	0	3	70	9,780	1	0	3	71
				RCCO	8,965	1	0	3	65	9,657	1	0	3	70	9,780	1	0	3	71

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
40	1250	**P6**	163W	T1S	17,654	3	0	3	108	19,018	3	0	3	117	19,259	3	0	3	118
				T2S	17,635	3	0	3	108	18,998	3	0	3	117	19,238	3	0	3	118
				T2M	17,726	3	0	3	109	19,096	3	0	3	117	19,337	3	0	3	119
				T3S	17,167	3	0	3	105	18,493	3	0	3	113	18,727	3	0	3	115
				T3M	17,683	3	0	3	108	19,049	3	0	3	117	19,290	3	0	3	118
				T4M	17,299	3	0	3	106	18,635	3	0	4	114	18,871	3	0	4	116
				TFTM	17,672	3	0	3	108	19,038	3	0	4	117	19,279	3	0	4	118
				T5VS	18,379	4	0	1	113	19,800	4	0	1	121	20,050	4	0	1	123
				T5S	18,394	4	0	2	113	19,816	4	0	2	122	20,066	4	0	2	123
				T5M	18,348	4	0	2	113	19,766	4	0	2	121	20,016	4	0	2	123
				T5W	18,228	5	0	3	112	19,636	5	0	3	120	19,885	5	0	3	122
				BLC	14,489	2	0	2	89	15,609	2	0	3	96	15,806	2	0	3	97
				LCCO	10,781	1	0	3	66	11,614	1	0	3	71	11,761	2	0	3	72
				RCCO	10,781	1	0	3	66	11,614	1	0	3	71	11,761	2	0	3	72
40	1400	**P7**	183W	T1S	19,227	3	0	3	105	20,712	3	0	3	113	20,975	3	0	3	115
				T2S	19,206	3	0	3	105	20,690	3	0	3	113	20,952	3	0	3	114
				T2M	19,305	3	0	3	105	20,797	3	0	3	114	21,060	3	0	3	115
				T3S	18,696	3	0	3	102	20,141	3	0	3	110	20,396	3	0	4	111
				T3M	19,258	3	0	3	105	20,746	3	0	3	113	21,009	3	0	3	115
				T4M	18,840	3	0	4	103	20,296	3	0	4	111	20,553	3	0	4	112
				TFTM	19,246	3	0	4	105	20,734	3	0	4	113	20,996	3	0	4	115
				T5VS	20,017	4	0	1	109	21,564	4	0	1	118	21,837	4	0	1	119
				T5S	20,033	4	0	2	109	21,581	4	0	2	118	21,854	4	0	2	119
				T5M	19,983	4	0	2	109	21,527	5	0	3	118	21,799	5	0	3	119
				T5W	19,852	5	0	3	108	21,386	5	0	3	117	21,656	5	0	3	118
				BLC	15,780	2	0	3	86	16,999	2	0	3	93	17,214	2	0	3	94
				LCCO	11,742	2	0	3	64	12,649	2	0	3	69	12,809	2	0	3	70
				RCCO	11,742	2	0	3	64	12,649	2	0	3	69	12,809	2	0	3	70
60	1050	**P8**	207W	T1S	22,490	3	0	3	109	24,228	3	0	3	117	24,535	3	0	3	119
				T2S	22,466	3	0	4	109	24,202	3	0	4	117	24,509	3	0	4	118
				T2M	22,582	3	0	3	109	24,327	3	0	3	118	24,635	3	0	3	119
				T3S	21,870	3	0	4	106	23,560	3	0	4	114	23,858	3	0	4	115
				T3M	22,527	3	0	4	109	24,268	3	0	4	117	24,575	3	0	4	119
				T4M	22,038	3	0	4	106	23,741	3	0	4	115	24,041	3	0	4	116
				TFTM	22,513	3	0	4	109	24,253	3	0	4	117	24,560	3	0	4	119
				T5VS	23,415	5	0	1	113	25,224	5	0	1	122	25,543	5	0	1	123
				T5S	23,434	4	0	2	113	25,244	4	0	2	122	25,564	4	0	2	123
				T5M	23,374	5	0	3	113	25,181	5	0	3	122	25,499	5	0	3	123
				T5W	23,221	5	0	4	112	25,016	5	0	4	121	25,332	5	0	4	122
				BLC	18,458	2	0	3	89	19,885	2	0	3	96	20,136	2	0	3	97
				LCCO	13,735	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
				RCCO	13,735	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
60	1250	**P9**	241W	T1S	25,575	3	0	3	106	27,551	3	0	3	114	27,900	3	0	3	116
				T2S	25,548	3	0	4	106	27,522	3	0	4	114	27,871	3	0	4	116
				T2M	25,680	3	0	3	107	27,664	3	0	3	115	28,014	3	0	3	116
				T3S	24,870	3	0	4	103	26,791	3	0	4	111	27,130	3	0	4	113
				T3M	25,617	3	0	4	106	27,597	3	0	4	115	27,946	3	0	4	116
				T4M	25,061	3	0	4	104	26,997	3	0	4	112	27,339	3	0	4	113
				TFTM	25,602	3	0	4	106	27,580	3	0	4	114	27,929	3	0	4	116
				T5VS	26,626	5	0	1	110	28,684	5	0	1	119	29,047	5	0	1	121
				T5S	26,648	4	0	2	111	28,707	5	0	2	119	29,070	5	0	2	121
				T5M	26,581	5	0	3	110	28,635	5	0	3	119	28,997	5	0	3	120
				T5W	26,406	5	0	4	110	28,447	5	0	4	118	28,807	5	0	4	120
				BLC	20,990	2	0	3	87	22,612	2	0	3	94	22,898	2	0	3	95
				LCCO	15,619	2	0	4	65	16,825	2	0	4	70	17,038	2	0	4	71
				RCCO	15,619	2	0	4	65	16,825	2	0	4	70	17,038	2	0	4	71

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Rotated Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
60	530	**P10**	106W	T1S	13,042	3	0	3	123	14,050	3	0	3	133	14,228	3	0	3	134
				T2S	12,967	4	0	4	122	13,969	4	0	4	132	14,146	4	0	4	133
				T2M	13,201	3	0	3	125	14,221	3	0	3	134	14,401	3	0	3	136
				T3S	12,766	4	0	4	120	13,752	4	0	4	130	13,926	4	0	4	131
				T3M	13,193	4	0	4	124	14,213	4	0	4	134	14,393	4	0	4	136
				T4M	12,944	4	0	4	122	13,945	4	0	4	132	14,121	4	0	4	133
				TFTM	13,279	4	0	4	125	14,305	4	0	4	135	14,486	4	0	4	137
				T5VS	13,372	3	0	1	126	14,405	4	0	1	136	14,588	4	0	1	138
				T5S	13,260	3	0	1	125	14,284	3	0	1	135	14,465	3	0	1	136
				T5M	13,256	4	0	2	125	14,281	4	0	2	135	14,462	4	0	2	136
				T5W	13,137	4	0	3	124	14,153	4	0	3	134	14,332	4	0	3	135
				BLC	10,906	3	0	3	103	11,749	3	0	3	111	11,898	3	0	3	112
				LCCO	7,789	1	0	3	73	8,391	1	0	3	79	8,497	1	0	3	80
				RCCO	7,779	4	0	4	73	8,380	4	0	4	79	8,486	4	0	4	80
60	700	**P11**	137W	T1S	16,556	3	0	3	121	17,835	3	0	3	130	18,061	4	0	4	132
				T2S	16,461	4	0	4	120	17,733	4	0	4	129	17,957	4	0	4	131
				T2M	16,758	4	0	4	122	18,053	4	0	4	132	18,281	4	0	4	133
				T3S	16,205	4	0	4	118	17,457	4	0	4	127	17,678	4	0	4	129
				T3M	16,748	4	0	4	122	18,042	4	0	4	132	18,271	4	0	4	133
				T4M	16,432	4	0	4	120	17,702	4	0	4	129	17,926	4	0	4	131
				TFTM	16,857	4	0	4	123	18,159	4	0	4	133	18,389	4	0	4	134
				T5VS	16,975	4	0	1	124	18,287	4	0	1	133	18,518	4	0	1	135
				T5S	16,832	4	0	1	123	18,133	4	0	2	132	18,362	4	0	2	134
				T5M	16,828	4	0	2	123	18,128	4	0	2	132	18,358	4	0	2	134
				T5W	16,677	4	0	3	122	17,966	5	0	3	131	18,193	5	0	3	133
				BLC	13,845	3	0	3	101	14,915	3	0	3	109	15,103	3	0	3	110
				LCCO	9,888	1	0	3	72	10,652	2	0	3	78	10,787	2	0	3	79
				RCCO	9,875	4	0	4	72	10,638	4	0	4	78	10,773	4	0	4	79
60	1050	**P12**	207W	T1S	22,996	4	0	4	111	24,773	4	0	4	120	25,087	4	0	4	121
				T2S	22,864	4	0	4	110	24,631	5	0	5	119	24,943	5	0	5	120
				T2M	23,277	4	0	4	112	25,075	4	0	4	121	25,393	4	0	4	123
				T3S	22,509	4	0	4	109	24,248	5	0	5	117	24,555	5	0	5	119
				T3M	23,263	4	0	4	112	25,061	4	0	4	121	25,378	4	0	4	123
				T4M	22,824	5	0	5	110	24,588	5	0	5	119	24,899	5	0	5	120
				TFTM	23,414	5	0	5	113	25,223	5	0	5	122	25,543	5	0	5	123
				T5VS	23,579	5	0	1	114	25,401	5	0	1	123	25,722	5	0	1	124
				T5S	23,380	4	0	2	113	25,187	4	0	2	122	25,506	4	0	2	123
				T5M	23,374	5	0	3	113	25,181	5	0	3	122	25,499	5	0	3	123
				T5W	23,165	5	0	4	112	24,955	5	0	4	121	25,271	5	0	4	122
				BLC	19,231	4	0	4	93	20,717	4	0	4	100	20,979	4	0	4	101
				LCCO	13,734	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
				RCCO	13,716	4	0	4	66	14,776	4	0	4	71	14,963	4	0	4	72
60	1250	**P13**	231W	T1S	25,400	4	0	4	110	27,363	4	0	4	118	27,709	4	0	4	120
				T2S	25,254	5	0	5	109	27,205	5	0	5	118	27,550	5	0	5	119
				T2M	25,710	4	0	4	111	27,696	4	0	4	120	28,047	4	0	4	121
				T3S	24,862	5	0	5	108	26,783	5	0	5	116	27,122	5	0	5	117
				T3M	25,695	5	0	5	111	27,680	5	0	5	120	28,031	5	0	5	121
				T4M	25,210	5	0	5	109	27,158	5	0	5	118	27,502	5	0	5	119
				TFTM	25,861	5	0	5	112	27,860	5	0	5	121	28,212	5	0	5	122
				T5VS	26,043	5	0	1	113	28,056	5	0	1	121	28,411	5	0	1	123
				T5S	25,824	4	0	2	112	27,819	5	0	2	120	28,172	5	0	2	122
				T5M	25,818	5	0	3	112	27,813	5	0	3	120	28,165	5	0	3	122
				T5W	25,586	5	0	4	111	27,563	5	0	4	119	27,912	5	0	4	121
				BLC	21,241	4	0	4	92	22,882	4	0	4	99	23,172	4	0	4	100
				LCCO	15,170	2	0	4	66	16,342	2	0	4	71	16,549	2	0	4	72
				RCCO	15,150	5	0	5	66	16,321	5	0	5	71	16,527	5	0	5	72

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A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability1
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background[1]

To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: Link to Roam; Link to DTL DLL

FEATURES & SPECIFICATIONS

INTENDED USE
The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION
Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.01 ft^2) for optimized pole wind loading.

FINISH
Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS
Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 3000 K, 4000 K and 5000 K (70 CRI) configurations. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL
Light engine configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L85/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

STANDARD CONTROLS
The DSX1 LED area luminaire has a number of control options. Dusk to dawn controls can be utilized via optional NEMA twist-lock photocell receptacles. Integrated motion sensors with on-board photocells feature field-adjustable programing and are suitable for mounting heights up to 30 feet.

nLIGHT AIR CONTROLS
The DSX1 LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing and photocontrol functionality and is suitable for mounting heights up to 40 feet. Once commissioned using a smartphone and the easy-to-use CLAIRITY app, nLight AIR equipped luminaries can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclypse. Additional information about nLight Air can be found here.

INSTALLATION
Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 1 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 1 utilizes the AERIS™ series pole drilling pattern (template #8). NEMA photocontrol receptacle are also available.

LISTINGS
UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40ºC minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product.
Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY
5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C.
Specifications subject to change without notice.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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D-Series Size 2
LED Area Luminaire

Buy American

Catalog Number

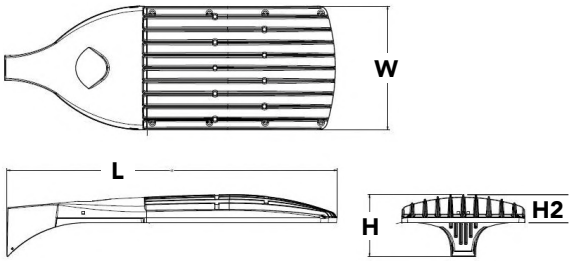
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA:	1.1 ft² *(0.10 m²)*
Length:	40″ *(101.6 cm)*
Width:	15″ *(38.1 cm)*
Height 1:	7-1/4″ *(18.4 cm)*
Height 2: (max):	3.5″
Weight:	36lbs



Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. The Size 2 is ideal for replacing 400-1000W metal halide in area lightin applications with energy savings of up to 80% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX2 LED P7 40K T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX2 LED

Series
DSX2 LED

LEDs
Forward optics
P1, P2, P3, P4, P5[1], P6, P7[1], P8[1]
Rotated optics
P10[2], P11[2], P12[2], P13[1,2], P14[1,2]

Color temperature
30K 3000 K
40K 4000 K
50K 5000 K

Distribution
T1S Type I Short (Automotive)
T2S Type II Short
T2M Type II Medium
T3S Type III Short
T3M Type III Medium
T4M Type IV Medium
TFTM Forward Throw Medium
T5VS Type V Very Short[3]
T5S Type V Short[3]
T5M Type V Medium[3]
T5W Type V Wide[3]
BLC Backlight control[4]
LCCO Left corner cutoff[4]
RCCO Right corner cutoff[4]

Voltage
MVOLT[5]
XVOLT (277V-480V)[6,7,8]
120[9]
208[9]
240[9]
277[9]
347[9]
480[9]

Mounting
Shipped included
SPA Square pole mounting
RPA Round pole mounting[10]
WBA Wall bracket[3]
SPUMBA Square pole universal mounting adaptor[11]
RPUMBA Round pole universal mounting adaptor[11]
Shipped separately
KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish)[10]

Control options
Shipped installed
NLTAIR2 nLight AIR generation 2 enabled[13]
PIRHN Network, Bi-Level motion/ambient sensor[14]
PER NEMA twist-lock receptacle only (no controls)[15]
PER5 Five-wire receptacle only (no controls)[15,16]
PER7 Seven-wire receptacle only (no controls)[15,16]
DMG 0-10V dimming extend out back of housing for external control (no controls)[17]
DS Dual switching[18,19]
PIRH Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enable at 5fc[20]
PIRH1FC3V High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc[20]
FAO Field Adjustable Output[23]

Other options
Shipped installed
HS House-side shield[22]
SF Single fuse (120, 277, 347V)[9]
DF Double fuse (208, 240, 480V)[9]
L90 Left rotated optics[2]
R90 Right rotated optics[2]
HA 50°C ambient operations[1]
BAA Buy America(n) Act Compliant
Shipped separately
BS Bird spikes[23]
EGS External glare shield

Finish *(required)*
DDBXD Dark bronze
DBLXD Black
DNAXD Natural aluminum
DWHXD White
DDBTXD Textured dark bronze
DBLBXD Textured black
DNATXD Textured natural aluminum
DWHGXD Textured white

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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Ordering Information

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) [24]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) [24]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) [24]
DSHORT SBK U	Shorting cap [24]
DSX2HS 80C U	House-side shield for 80 LED unit [22]
DSX2HS 90C U	House-side shield for 90 LED unit [22]
DSX2HS 100C U	House-side shield for 100 LED unit [22]
PUMBA DDBXD U*	Square and round pole universal mounting bracket (specify finish) [25]
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) [12]
DSX2EGS (FINISH) U	External glare shield

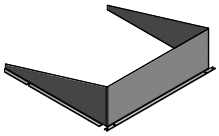
For more control options, visit DTL and ROAM online.

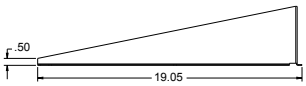
NOTES

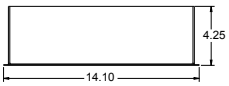
1 HA not available with P5, P7, P8, P13, and P14.
2 P10, P11, P12, P13 or P14 and rotated optics (L90, R90) only available together.
3 Any Type 5 distribution with photocell, is not available with WBA.
4 Not available with HS.
5 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
6 XVOLT is only suitable for use with P5, P6, P7, P8, P13 and P14.
7 XVOLT works with any voltage between 277V and 480V.
8 XVOLT not available with fusing (SF or DF) and not available with PIRH or PIRH1FC3V.
9 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
10 Suitable for mounting to round poles between 3.5" and 12" diameter.
11 Universal mounting bracket intended for retrofit on existing pre-drilled poles only. 1.5 G vibration load rating per ANCI C136.31. Only usable when pole's drill pattern is NOT Lithonia template #8.
12 Must order fixture with SPA option.Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" diameter mast arm (not included).
13 Must be ordered with PIRHN. Sensor cover only available in dark bronze, black, white or natural aluminum color.
14 Must be ordered with NLTAIR2. For more information on nLight Air 2 visit this link.
15 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option. Shorting Cap included.
16 If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Node with integral dimming. .
17 DMG not available with PIRHN, PER5, PER7, PIR, PIRH, PIR1FC3V or PIRH1FC3V, FAO.
18 Requires (2) separately switched circuits with isolated neutrals.
19 Provides 50/50 fixture operation via (2) independent drivers. Not available with PER, PER5, PER7, PIR or PIRH. Not available with P1, P2, P10.
20 Reference Controls Options table settings table on page 4. Reference Motion Sensor Default table on page 4 to see functionality.
21 Reference controls options table on page 4.
22 Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessories; see Accessories information.
23 Must be ordered with fixture for factory pre-drilling.
24 Requires luminaire to be specified with PER, PER5 and PER7 option. Ordered and shipped as a separate line item from Acuity Brands Controls.
25 For retrofit use only. Only usable when pole's drill pattern is NOT Lithonia template #8.

Options

EGS - External Glare Shield

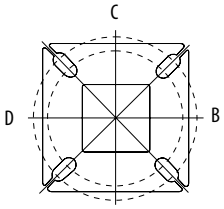




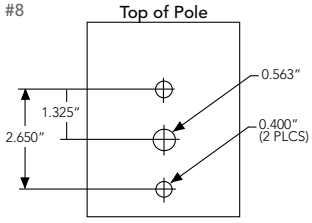


Drilling

HANDHOLE ORIENTATION



Template #8



Tenon Mounting Slipfitter

Tenon O.D.	Mounting	Single Unit	2 @ 180	2 @ 90	3 @ 90	3 @120	4 @ 90
2-3/8"	RPA	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 390	AS3-5 320	AS3-5 490
2-7/8"	RPA	AST25-190	AST25-280	AST25-290	AST25-390	AST25-320	AST25-490
4"	RPA	AST35-190	AST35-280	AST35-290	AST35-390	AST35-320	AST35-490

Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS

DSX2 Area Luminaire - EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM32	4 @ 90 DM49
Mounting Type						
DSX2 LED	1.100	2.200	2.120	3.300	2.850	4.064

	Drilling Template	Minimum Acceptable Outside Pole Dimension					
SPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
RPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
SPUMBA	#5	2-7/8"	3"	4"	4"	3.5"	4"
RPUMBA	#5	2-7/8"	3.5"	5"	5"	3.5"	5"

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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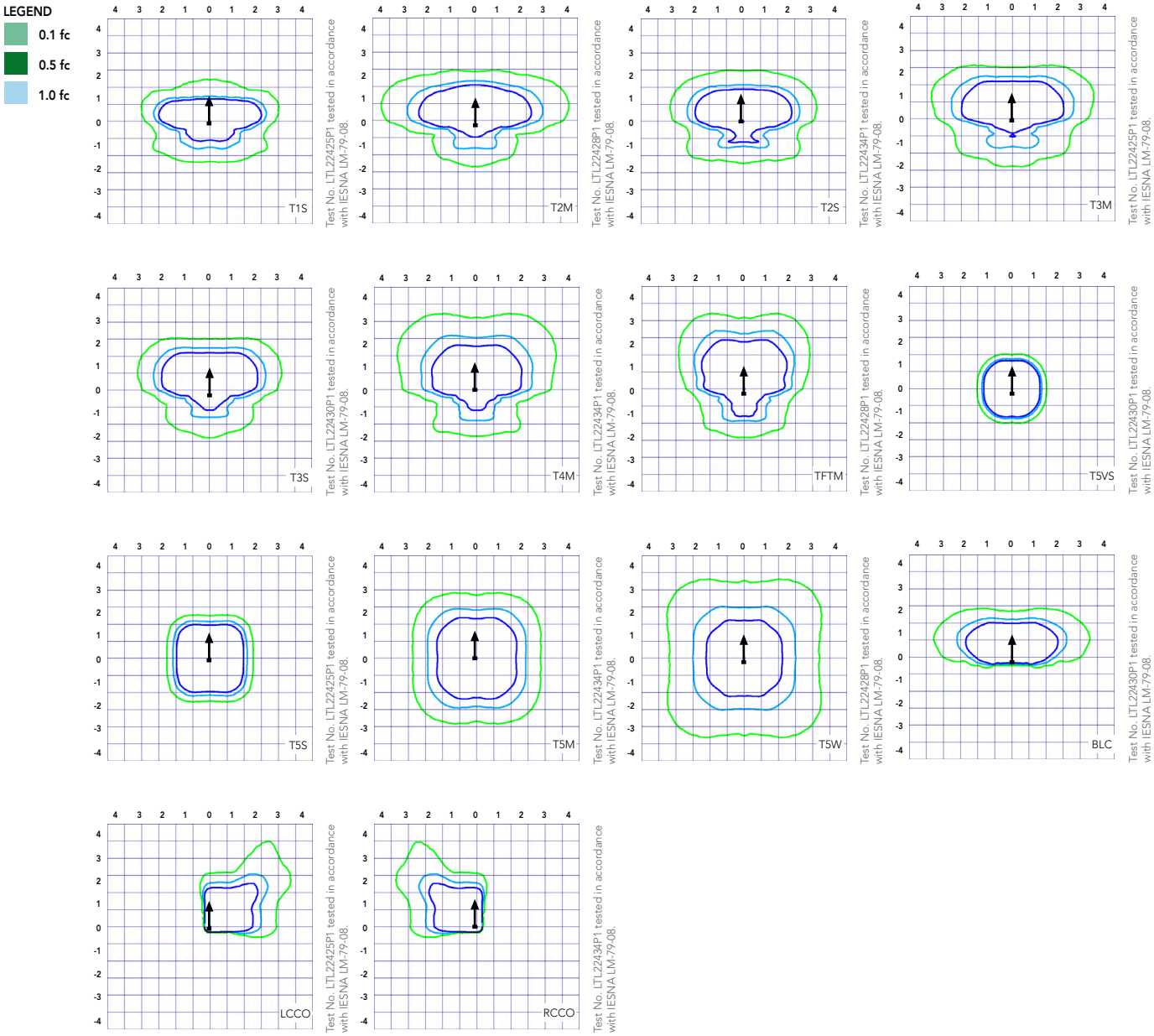
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Area Size 2 homepage.

Isofootcandle plots for the DSX2 LED 80C 1000 40K. Distances are in units of mounting height (30').



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Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	50°F	1.02
20°C	68°F	1.01
25°C	**77°F**	**1.00**
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25000	50000	100000
Lumen Maintenance Factor	1.00	0.96	0.92	0.85

Electrical Load

	Performance Package	LED Count	Drive Current	Wattage	Current (A) 120	208	240	277	347	480
Forward Optics (Non-Rotated)	P1	80	530	140	1.18	0.68	0.59	0.51	0.40	0.32
	P2	80	700	185	1.56	0.90	0.78	0.66	0.52	0.39
	P3	80	850	217	1.82	1.05	0.90	0.80	0.63	0.48
	P4	80	1050	270	2.27	1.31	1.12	0.99	0.79	0.59
	P5	80	1250	321	2.68	1.54	1.34	1.17	0.93	0.68
	P6	100	1050	343	2.89	1.66	1.59	1.37	1.00	0.71
	P7	100	1250	398	3.31	1.91	1.66	1.45	1.16	0.81
	P8	100	1350	431	3.61	2.07	1.81	1.57	1.25	0.91
Rotated Optics (Requires L90 or R90)	P10	90	530	156	1.30	0.76	0.65	0.62	0.45	0.32
	P11	90	700	207	1.75	1.01	0.87	0.74	0.60	0.46
	P12	90	850	254	2.12	1.22	1.06	0.94	0.73	0.55
	P13	90	1200	344	2.88	1.65	1.44	1.25	1.00	0.73
	P14	90	1400	405	3.39	1.95	1.71	1.48	1.18	0.86

Motion Sensor Default Settings						
Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*for use when motion sensor is used as dusk to dawn control.

Controls Options				
Nomenclature	Description	Functionality	Primary control device	Notes
FAO	Field adjustable output device installed inside the luminaire; wired to the driver dimming leads.	Allows the luminaire to be manually dimmed, effectively trimming the light output.	FAO device	Cannot be used with other controls options that need the 0-10V leads
DS	Drivers wired independently for 50/50 luminaire operation	The luminaire is wired to two separate circuits, allowing for 50/50 operation.	Independently wired drivers	Requires two separately switched circuits. Consider nLight AIR as a more cost effective alternative.
PER5 or PER7	Twist-lock photocell receptical	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire
PIR or PIRH	Motion sensors with integral photocell. PIR for 8-15' mounting; PIRH for 15-30' mounting	Luminaires dim when no occupancy is detected.	Acuity Controls SBGR	Also available with PIRH1FC3V when the sensor photocell is used for dusk-to-dawn operation.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor over-ride when wirelessly connected to the nLight Eclypse.	nLight Air rSBGR	nLight AIR sensors can be programmed and commissioned from the ground using the CIAIRity Pro app.

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Performance Data

Lumen Output

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Forward Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
80	530	P1	140W	T1S	17,575	3	0	3	126	18,933	3	0	3	135	19,173	3	0	3	137
				T2S	17,556	3	0	3	125	18,913	3	0	3	135	19,152	3	0	3	137
				T2M	17,647	3	0	3	126	19,010	3	0	3	136	19,251	3	0	3	138
				T3S	17,090	3	0	3	122	18,411	3	0	3	132	18,644	3	0	3	133
				T3M	17,604	3	0	3	126	18,964	3	0	3	135	19,204	3	0	3	137
				T4M	17,221	3	0	3	123	18,552	3	0	4	133	18,787	3	0	4	134
				TFTM	17,593	3	0	3	126	18,952	3	0	4	135	19,192	3	0	4	137
				T5VS	18,297	4	0	1	131	19,711	4	0	1	141	19,961	4	0	1	143
				T5S	18,312	4	0	2	131	19,727	4	0	2	141	19,977	4	0	2	143
				T5M	18,266	4	0	2	130	19,677	4	0	2	141	19,926	4	0	2	142
				T5W	18,146	5	0	3	130	19,548	5	0	3	140	19,796	5	0	3	141
				BLC	14,424	2	0	2	103	15,539	2	0	3	111	15,736	2	0	3	112
				LCCO	10,733	1	0	3	77	11,562	1	0	3	83	11,709	2	0	3	84
				RCCO	10,733	1	0	3	77	11,562	1	0	3	83	11,709	2	0	3	84
80	700	P2	185W	T1S	22,305	3	0	3	121	24,029	3	0	3	130	24,333	3	0	3	132
				T2S	22,281	3	0	4	120	24,003	3	0	4	130	24,307	3	0	4	131
				T2M	22,396	3	0	3	121	24,127	3	0	3	130	24,432	3	0	3	132
				T3S	21,690	3	0	4	117	23,366	3	0	4	126	23,662	3	0	4	128
				T3M	22,342	3	0	4	121	24,068	3	0	4	130	24,373	3	0	4	132
				T4M	21,857	3	0	4	118	23,545	3	0	4	127	23,844	3	0	4	129
				TFTM	22,328	3	0	4	121	24,054	3	0	4	130	24,358	3	0	4	132
				T5VS	23,222	5	0	1	126	25,016	5	0	1	135	25,333	5	0	1	137
				T5S	23,241	4	0	2	126	25,037	4	0	2	135	25,354	4	0	2	137
				T5M	23,182	5	0	3	125	24,974	5	0	3	135	25,290	5	0	3	137
				T5W	23,030	5	0	4	124	24,810	5	0	4	134	25,124	5	0	4	136
				BLC	18,307	2	0	3	99	19,721	2	0	3	107	19,971	2	0	3	108
				LCCO	13,622	2	0	3	74	14,674	2	0	4	79	14,860	2	0	4	80
				RCCO	13,622	2	0	3	74	14,674	2	0	4	79	14,860	2	0	4	80
80	850	P3	217W	T1S	26,202	3	0	3	121	28,226	3	0	3	130	28,584	3	0	3	132
				T2S	26,174	3	0	4	121	28,196	3	0	4	130	28,553	3	0	4	132
				T2M	26,309	3	0	3	121	28,342	3	0	3	131	28,700	3	0	3	132
				T3S	25,479	3	0	4	117	27,448	3	0	4	126	27,795	3	0	4	128
				T3M	26,245	3	0	4	121	28,273	3	0	4	130	28,631	3	0	4	132
				T4M	25,675	3	0	4	118	27,659	3	0	4	127	28,009	3	0	4	129
				TFTM	26,229	3	0	4	121	28,255	3	0	4	130	28,613	3	0	4	132
				T5VS	27,279	5	0	1	126	29,387	5	0	1	135	29,759	5	0	1	137
				T5S	27,301	4	0	2	126	29,410	5	0	2	136	29,783	5	0	2	137
				T5M	27,232	5	0	3	125	29,336	5	0	3	135	29,707	5	0	3	137
				T5W	27,053	5	0	4	125	29,144	5	0	4	134	29,513	5	0	4	136
				BLC	21,504	2	0	3	99	23,166	2	0	3	107	23,459	2	0	4	108
				LCCO	16,001	2	0	4	74	17,238	2	0	4	79	17,456	2	0	4	80
				RCCO	16,001	2	0	4	74	17,238	2	0	4	79	17,456	2	0	4	80
80	1050	P4	270W	T1S	30,963	4	0	4	115	33,355	4	0	4	124	33,777	4	0	4	125
				T2S	30,930	4	0	4	115	33,320	4	0	4	123	33,742	4	0	4	125
				T2M	31,089	3	0	4	115	33,491	3	0	4	124	33,915	3	0	4	126
				T3S	30,108	4	0	4	112	32,435	4	0	5	120	32,845	4	0	5	122
				T3M	31,014	3	0	4	115	33,410	3	0	4	124	33,833	3	0	4	125
				T4M	30,340	3	0	5	112	32,684	3	0	5	121	33,098	3	0	5	123
				TFTM	30,995	3	0	5	115	33,390	3	0	5	124	33,812	3	0	5	125
				T5VS	32,235	5	0	1	119	34,726	5	0	1	129	35,166	5	0	1	130
				T5S	32,261	5	0	2	119	34,754	5	0	2	129	35,194	5	0	2	130
				T5M	32,180	5	0	4	119	34,667	5	0	4	128	35,105	5	0	4	130
				T5W	31,969	5	0	4	118	34,439	5	0	5	128	34,875	5	0	5	129
				BLC	25,412	2	0	4	94	27,376	2	0	4	101	27,722	2	0	4	103
				LCCO	18,909	2	0	4	70	20,370	2	0	4	75	20,628	2	0	4	76
				RCCO	18,909	2	0	4	70	20,370	2	0	4	75	20,628	2	0	4	76

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Performance Data

Lumen Output

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Forward Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
80	1250	**P5**	321W	T1S	35,193	4	0	4	110	37,912	4	0	4	118	38,392	4	0	4	120
				T2S	35,155	4	0	5	110	37,872	4	0	5	118	38,351	4	0	5	119
				T2M	35,336	4	0	4	110	38,067	4	0	4	119	38,549	4	0	4	120
				T3S	34,222	4	0	5	107	36,866	4	0	5	115	37,333	4	0	5	116
				T3M	35,251	3	0	4	110	37,974	3	0	5	118	38,455	4	0	5	120
				T4M	34,485	3	0	5	107	37,149	4	0	5	116	37,620	4	0	5	117
				TFTM	35,229	3	0	5	110	37,951	3	0	5	118	38,431	3	0	5	120
				T5VS	36,639	5	0	1	114	39,470	5	0	1	123	39,970	5	0	1	125
				T5S	36,669	5	0	2	114	39,502	5	0	2	123	40,002	5	0	2	125
				T5M	36,576	5	0	4	114	39,403	5	0	4	123	39,901	5	0	4	124
				T5W	36,336	5	0	5	113	39,144	5	0	5	122	39,640	5	0	5	123
				BLC	28,884	3	0	4	90	31,115	3	0	4	97	31,509	3	0	4	98
				LCCO	21,492	2	0	4	67	23,153	2	0	5	72	23,446	3	0	5	73
				RCCO	21,492	2	0	4	67	23,153	2	0	5	72	23,446	3	0	5	73
100	1050	**P6**	343W	T1S	37,824	4	0	4	110	40,747	4	0	4	119	41,263	4	0	4	120
				T2S	37,784	4	0	5	110	40,704	4	0	5	119	41,219	4	0	5	120
				T2M	37,979	4	0	4	111	40,913	4	0	4	119	41,431	4	0	4	121
				T3S	36,780	4	0	5	107	39,623	4	0	5	116	40,124	4	0	5	117
				T3M	37,886	3	0	5	110	40,814	4	0	5	119	41,331	4	0	5	120
				T4M	37,063	4	0	5	108	39,927	4	0	5	116	40,433	4	0	5	118
				TFTM	37,863	3	0	5	110	40,789	4	0	5	119	41,305	4	0	5	120
				T5VS	39,379	5	0	1	115	42,422	5	0	1	124	42,959	5	0	1	125
				T5S	39,411	5	0	2	115	42,456	5	0	2	124	42,993	5	0	2	125
				T5M	39,311	5	0	4	115	42,349	5	0	4	123	42,885	5	0	4	125
				T5W	39,053	5	0	5	114	42,071	5	0	5	123	42,604	5	0	5	124
				BLC	31,043	3	0	4	91	33,442	3	0	4	97	33,865	3	0	4	99
				LCCO	23,099	2	0	5	67	24,884	3	0	5	73	25,199	3	0	5	73
				RCCO	23,099	2	0	5	67	24,884	3	0	5	73	25,199	3	0	5	73
100	1250	**P7**	398W	T1S	42,599	4	0	4	107	45,890	4	0	4	115	46,471	4	0	4	117
				T2S	42,553	4	0	5	107	45,842	4	0	5	115	46,422	4	0	5	117
				T2M	42,773	4	0	4	107	46,078	4	0	4	116	46,661	4	0	5	117
				T3S	41,423	4	0	5	104	44,624	4	0	5	112	45,189	4	0	5	114
				T3M	42,669	4	0	5	107	45,966	4	0	5	115	46,548	4	0	5	117
				T4M	41,742	4	0	5	105	44,967	4	0	5	113	45,537	4	0	5	114
				TFTM	42,643	4	0	5	107	45,938	4	0	5	115	46,519	4	0	5	117
				T5VS	44,350	5	0	1	111	47,777	5	0	1	120	48,381	5	0	1	122
				T5S	44,385	5	0	2	112	47,815	5	0	3	120	48,420	5	0	3	122
				T5M	44,273	5	0	4	111	47,695	5	0	4	120	48,298	5	0	4	121
				T5W	43,983	5	0	5	111	47,382	5	0	5	119	47,982	5	0	5	121
				BLC	34,962	3	0	4	88	37,664	3	0	5	95	38,140	3	0	5	96
				LCCO	26,015	3	0	5	65	28,025	3	0	5	70	28,380	3	0	5	71
				RCCO	26,015	3	0	5	65	28,025	3	0	5	70	28,380	3	0	5	71
100	1350	**P8**	448W	T1S	45,610	4	0	4	106	49,135	4	0	4	114	49,757	4	0	4	115
				T2S	45,562	4	0	5	106	49,083	4	0	5	114	49,704	4	0	5	115
				T2M	45,797	4	0	4	106	49,336	4	0	5	114	49,960	4	0	5	116
				T3S	44,352	4	0	5	103	47,779	4	0	5	111	48,384	4	0	5	112
				T3M	45,686	4	0	5	106	49,216	4	0	5	114	49,839	4	0	5	116
				T4M	44,693	4	0	5	104	48,147	4	0	5	112	48,756	4	0	5	113
				TFTM	45,657	4	0	5	106	49,186	4	0	5	114	49,808	4	0	5	116
				T5VS	47,485	5	0	1	110	51,155	5	0	1	119	51,802	5	0	1	120
				T5S	47,524	5	0	3	110	51,196	5	0	3	119	51,844	5	0	3	120
				T5M	47,404	5	0	4	110	51,067	5	0	5	118	51,713	5	0	5	120
				T5W	47,093	5	0	5	109	50,732	5	0	5	118	51,374	5	0	5	119
				BLC	37,434	3	0	5	87	40,326	3	0	5	94	40,837	3	0	5	95
				LCCO	27,854	3	0	5	65	30,006	3	0	5	70	30,386	3	0	5	71
				RCCO	27,854	3	0	5	65	30,006	3	0	5	70	30,386	3	0	5	71

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Performance Data

Lumen Output

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Rotated Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
90	530	**P10**	156W	T1S	20,145	4	0	4	129	21,702	4	0	4	139	21,977	4	0	4	141
				T2S	20,029	4	0	4	128	21,577	4	0	4	138	21,850	4	0	4	140
				T2M	20,391	4	0	4	131	21,967	4	0	4	141	22,245	4	0	4	143
				T3S	19,719	4	0	4	126	21,242	4	0	4	136	21,511	4	0	4	138
				T3M	20,379	4	0	4	131	21,954	4	0	4	141	22,232	4	0	4	143
				T4M	19,995	4	0	4	128	21,540	4	0	4	138	21,812	5	0	5	140
				TFTM	20,511	4	0	4	131	22,096	5	0	5	142	22,376	5	0	5	143
				T5VS	20,655	4	0	1	132	22,251	4	0	1	143	22,533	4	0	1	144
				T5S	20,482	4	0	2	131	22,064	4	0	2	141	22,343	4	0	2	143
				T5M	20,477	5	0	3	131	22,059	5	0	3	141	22,338	5	0	3	143
				T5W	20,293	5	0	3	130	21,861	5	0	3	140	22,138	5	0	4	142
				BLC	16,846	4	0	4	108	18,148	4	0	4	116	18,378	4	0	4	118
				LCCO	12,032	2	0	3	77	12,961	2	0	3	83	13,125	2	0	3	84
				RCCO	12,016	4	0	4	77	12,944	4	0	4	83	13,108	4	0	4	84
90	700	**P11**	207W	T1S	25,518	4	0	4	123	27,490	4	0	4	133	27,837	4	0	4	134
				T2S	25,371	5	0	5	123	27,331	5	0	5	132	27,677	5	0	5	134
				T2M	25,829	4	0	4	125	27,825	4	0	4	134	28,177	4	0	4	136
				T3S	24,977	5	0	5	121	26,907	5	0	5	130	27,248	5	0	5	132
				T3M	25,814	5	0	5	125	27,809	5	0	5	134	28,161	5	0	5	136
				T4M	25,327	5	0	5	122	27,284	5	0	5	132	27,629	5	0	5	133
				TFTM	25,981	5	0	5	126	27,989	5	0	5	135	28,343	5	0	5	137
				T5VS	26,164	5	0	1	126	28,185	5	0	1	136	28,542	5	0	1	138
				T5S	25,943	4	0	2	125	27,948	5	0	2	135	28,302	5	0	2	137
				T5M	25,937	5	0	3	125	27,941	5	0	3	135	28,295	5	0	3	137
				T5W	25,704	5	0	4	124	27,691	5	0	4	134	28,041	5	0	4	135
				BLC	21,339	4	0	4	103	22,988	4	0	4	111	23,279	4	0	4	112
				LCCO	15,240	2	0	4	74	16,418	2	0	4	79	16,626	2	0	4	80
				RCCO	15,220	5	0	5	74	16,396	5	0	5	79	16,604	5	0	5	80
90	850	**P12**	254W	T1S	29,912	4	0	4	118	32,223	4	0	4	127	32,631	5	0	4	128
				T2S	29,740	5	0	5	117	32,038	5	0	5	126	32,443	5	0	5	128
				T2M	30,277	4	0	4	119	32,616	5	0	5	128	33,029	5	0	5	130
				T3S	29,278	5	0	5	115	31,540	5	0	5	124	31,940	5	0	5	126
				T3M	30,259	5	0	5	119	32,597	5	0	5	128	33,010	5	0	5	130
				T4M	29,688	5	0	5	117	31,982	5	0	5	126	32,387	5	0	5	128
				TFTM	30,455	5	0	5	120	32,808	5	0	5	129	33,224	5	0	5	131
				T5VS	30,669	5	0	1	121	33,039	5	0	1	130	33,457	5	0	1	132
				T5S	30,411	5	0	2	120	32,761	5	0	2	129	33,176	5	0	2	131
				T5M	30,404	5	0	3	120	32,753	5	0	4	129	33,168	5	0	4	131
				T5W	30,131	5	0	4	119	32,459	5	0	4	128	32,870	5	0	4	129
				BLC	25,013	4	0	4	98	26,946	4	0	4	106	27,287	4	0	4	107
				LCCO	17,865	2	0	4	70	19,245	2	0	4	76	19,489	2	0	4	77
				RCCO	17,841	5	0	5	70	19,220	5	0	5	76	19,463	5	0	5	77
90	1200	**P13**	344W	T1S	38,768	5	0	5	113	41,764	5	0	5	121	42,292	5	0	5	123
				T2S	38,545	5	0	5	112	41,523	5	0	5	121	42,049	5	0	5	122
				T2M	39,241	5	0	5	114	42,273	5	0	5	123	42,808	5	0	5	124
				T3S	37,947	5	0	5	110	40,879	5	0	5	119	41,396	5	0	5	120
				T3M	39,218	5	0	5	114	42,249	5	0	5	123	42,783	5	0	5	124
				T4M	38,478	5	0	5	112	41,451	5	0	5	120	41,976	5	0	5	122
				TFTM	39,472	5	0	5	115	42,522	5	0	5	124	43,060	5	0	5	125
				T5VS	39,749	5	0	1	116	42,821	5	0	1	124	43,363	5	0	1	126
				T5S	39,415	5	0	2	115	42,461	5	0	2	123	42,998	5	0	2	125
				T5M	39,405	5	0	4	115	42,450	5	0	4	123	42,988	5	0	4	125
				T5W	39,052	5	0	5	114	42,069	5	0	5	122	42,602	5	0	5	124
				BLC	32,419	5	0	5	94	34,925	5	0	5	102	35,367	5	0	5	103
				LCCO	23,154	3	0	5	67	24,943	3	0	5	73	25,259	3	0	5	73
				RCCO	23,124	5	0	5	67	24,910	5	0	5	72	25,226	5	0	5	73
90	1400	**P14**	405W	T1S	42,867	5	0	5	106	46,180	5	0	5	114	46,764	5	0	5	115
				T2S	42,621	5	0	5	105	45,914	5	0	5	113	46,495	5	0	5	115
				T2M	43,390	5	0	5	107	46,743	5	0	5	115	47,335	5	0	5	117
				T3S	41,959	5	0	5	104	45,201	5	0	5	112	45,773	5	0	5	113
				T3M	43,365	5	0	5	107	46,716	5	0	5	115	47,307	5	0	5	117
				T4M	42,547	5	0	5	105	45,834	5	0	5	113	46,414	5	0	5	115
				TFTM	43,646	5	0	5	108	47,018	5	0	5	116	47,614	5	0	5	118
				T5VS	43,952	5	0	1	109	47,349	5	0	1	117	47,948	5	0	1	118
				T5S	43,583	5	0	2	108	46,950	5	0	2	116	47,545	5	0	3	117
				T5M	43,572	5	0	4	108	46,939	5	0	4	116	47,533	5	0	4	117
				T5W	43,181	5	0	5	107	46,518	5	0	5	115	47,107	5	0	5	116
				BLC	35,847	5	0	5	89	38,617	5	0	5	95	39,106	5	0	5	97
				LCCO	25,602	3	0	5	63	27,580	3	0	5	68	27,930	3	0	5	69
				RCCO	25,569	5	0	5	63	27,544	5	0	5	68	27,893	5	0	5	69

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

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Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

FEATURES & SPECIFICATIONS

INTENDED USE
The sleek design of the D-Series Area Size 2 reflects the embedded high performance LED technology. It is ideal for applications like car dealerships and large parking lots adjacent to malls, transit stations, grocery stores, home centers, and other big-box retailers.

CONSTRUCTION
Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.1 ft^2) for optimized pole wind loading.

FINISH
Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS
Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in 3000 K, 4000 K, or 5000 K (70 CRI) configurations. The D-Series Size 2 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL
Light engine configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L85/100,000 hrs at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily-serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION
Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 2 to withstand up to a 2.0 G vibration load rating per ANSI C136.31. The D-Series Size 2 utilizes the AERIS™ series pole drilling pattern (Template #8). NEMA photocontrol receptacle is available.

STANDARD CONTROLS
The DSX2 LED area luminaire has a number of control options. DSX Size 2, comes standard with 0-10V dimming drivers. Dusk to dawn controls can be utilized via optional NEMA twist-lock photocell receptacles. Integrated motion sensors with or board photocells feature field-adjustable programing and are suitable for mountin heights up to 30 feet.

nLIGHT AIR CONTROLS
The DSX2 LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing and photocontrol functionality and is suitable for mounting heights up to 40 feet. Once commissioned using a smartphone and the easy-to-use CLAIRITY app, nLight AIR equipped luminaries can be grouped, resulting in motio sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclypse. Additional information about nLight Air can be found here.

LISTINGS
UL listed to meet U.S. and Canadian standards. UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D670,857 S. International patent pending.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

BUY AMERICAN
Product with the BAA option is assembled in the USA and meets the Buy America(government procurement requirements under FAR, DFARS and DOT.
Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY
5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C
Specifications subject to change without notice.

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LITHONIA LIGHTING®

Catalog Number

Notes

Type

FEATURES & SPECIFICATIONS

INTENDED USE — Only customers in USA are eligible for this program.

Square Straight Steel is a general purpose light pole for up to 25-foot mounting heights. This pole provides a robust yet cost effective option for mounting area lights and floodlights.

CONSTRUCTION —

Pole Shaft: The pole shaft is of uniform dimension and wall thickness and is made of a weldable-grade, hot-rolled, commercial-quality steel tubing with a minimum yield of 55 KSI (11-gauge, .12"), or 50 KSI (7-gauge, .18"). Shaft is one-piece with a full-length longitudinal high-frequency electric resistance weld. Uniformly square in cross-section with flat sides, small corner radii and excellent torsional qualities. Available shaft widths are 4" and 5".

Pole Top: A flush non-metallic black top cap is provided for all poles ordered without a tenon.

Handhole: A reinforced handhole with grounding provision is provided at 18" from the base on side A. Every handhole includes a cover and cover attachment hardware. The handhole has a nominal dimension of 2.5" x 5".

Base Cover: A color matched durable ABS plastic two-piece full base cover, is provided with each pole assembly.

Anchor Base/Bolts: Anchor base is fabricated from steel that meets ASTM A36 standards. Anchor bolts are manufactured to ASTM F1554 Standards grade 55, (55 KSI minimum yield strength and tensile strength of 75-95 KSI). Top threaded portion (nominal 12") is hot-dipped galvanized per ASTM A-153.

HARDWARE — All structural fasteners are high-strength galvanized carbon steel. All non-structural fasteners are galvanized or zinc-plated carbon steel or stainless steel.

FINISH — Exterior parts are protected by a TGIC or Urethane polyester powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures superior adhesion as well as a minimum finish thickness of 3 mils. Extra durable standard powder-coat finishes include Dark Bronze, Black and Natural Aluminum colors.

INSTALLATION — Do not erect poles without having fixtures installed. Factory-supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates. If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage. Lithonia Lighting is not responsible for the foundation design.

WARRANTY — 1-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

NOTE: Actual performance may differ as a result of end-user environment and application.
Specifications subject to change without notice.



SSS QS

SQUARE STRAIGHT STEEL – QUICK SH

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

ORDERING INFORMATION

Example: SSS QS 20 4C DM19AS DDB

SSS	QS					
Series	**Quick Ship**	**Pole Length (FT)**	**Nominal shaft size/wall thickness[1]**	**Mounting[2]**	**Finish**	**Options**
SSS	QS	10 10' 12 12' 14 14' 16 16' 18 18' 20 20' 25 25'	4C 4" / 11 Gauge 4G 4" / 7 Gauge 5C 5" / 11 Gauge 5G 5" / 7 Gauge	Tenon mounting PT Open top (includes top cap) T20 2-3/8" O.D. (2" NPS) DSX/RSX Drill mounting[3] DM19AS 1 at 90° DM28AS 2 at 180° DM29AS 2 at 90° DM39AS 3 at 90° DM49AS 4 at 90° ESX Drill mounting[3] DM19ESX 1 at 90° DM28ESX 2 at 180° DM29ESX 2 at 90° DM39ESX 3 at 90° DM49ESX 4 at 90°	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum	L/AB Less anchor bolts (Include when anchor bolts are not provided)

Accessories: *Order as separate catalog number.*

PL DT20 Plugs for ESX drillings
PL DT8 Plugs for DSX/RSX drillings

PROGRAM RULES:

1. Only options listed in the ordering tree are valid for the Quick Ship program.
2. Nomenclature must include "QS" after "SSS" to be qualified for Quick Ship. Example: SSS QS 20 4C DM19AS DDBXD
3. Total order quantity cannot exceed 10 poles.
4. Anchor bolts will be shipped separately.
5. Quick Ship orders cannot have "Not Before Date" or "Ship Date".
6. Quick ship orders cannot have standard pole lines.
7. All pole orders must include "Call Before Number" to avoid delays.

NOTES:

1. Wall thickness will be signified with a "C" (11 Gauge) or a "G" (7-Gauge) in nomenclature. "C" - 0.12" | "G" - 0.18".
2. PT open top poles include top cap. When ordering tenon mounting and drill mounting for the same pole, follow this example: DM28/T20. The combinati includes a required extra handhole.
3. Refer to the luminaire spec sheet for the correct drilling template pattern an orientation compatibility.

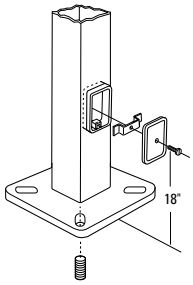
Square Straight Steel Poles – QUICK SHIP

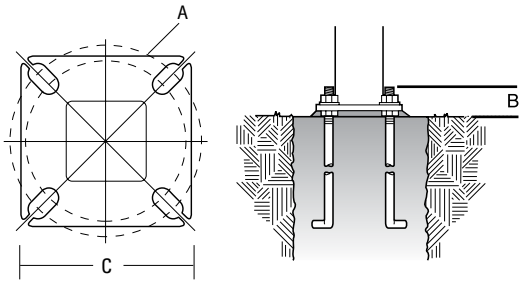
TECHNICAL INFORMATION — EPA (ft²) with 1.3 gust

Catalog Number	Nominal Shaft Length (ft.)	Pole Shaft Size (Base in. x Top in. x ft.)	Wall thick (in)	Gauge	EPA (ft²) with 1.3 gust						Bolt circle (in)	Bolt size (in. x in. x in.)	Approximat ship weigh (lbs.)
					80 MPH	Max. weight	90 MPH	Max. weight	100 MPH	Max. weight			
SSS QS 10 4C	10	4.0 x 10.0	0.1196	11	30.6	765	23.8	595	18.9	473	8--9	3/4 x 18 x 3	75
SSS QS 12 4C	12	4.0 x 12.0	0.1196	11	24.4	610	18.8	470	14.8	370	8--9	3/4 x 18 x 3	90
SSS QS 14 4C	14	4.0 x 14.0	0.1196	11	19.9	498	15.1	378	11.7	293	8--9	3/4 x 18 x 3	100
SSS QS 16 4C	16	4.0 x 16.0	0.1196	11	15.9	398	11.8	295	8.9	223	8--9	3/4 x 18 x 3	115
SSS QS 18 4C	18	4.0 x 18.0	0.1196	11	12.6	315	9.2	230	6.7	168	8--9	3/4 x 18 x 3	125
SSS QS 20 4C	20	4.0 x 20.0	0.1196	11	9.6	240	6.7	167	4.5	150	8--9	3/4 x 18 x 3	140
SSS QS 20 4G	20	4.0 x 20.0	0.1793	7	14	350	11	275	8	200	8--9	3/4 x 30 x 3	198
SSS QS 20 5C	20	5.0 x 20.0	0.1196	11	17.7	443	12.7	343	9.4	235	10--12	1 x 36 x 4	185
SSS QS 20 5G	20	5.0 x 20.0	0.1793	7	28.1	703	21.4	535	16.2	405	10--12	1 x 36 x 4	265
SSS QS 25 4C	25	4.0 x 25.0	0.1196	11	4.8	150	2.6	100	1	50	8--9	3/4 x 18 x 3	170
SSS QS 25 4G	25	4.0 x 25.0	0.1793	7	10.8	270	7.7	188	5.4	135	8--9	3/4 x 30 x 3	245
SSS QS 25 5C	25	5.0 x 25.0	0.1196	11	9.8	245	6.3	157	3.7	150	10--12	1 x 36 x 4	225
SSS QS 25 5G	25	5.0 x 25.0	0.1793	7	18.5	463	13.3	333	9.5	238	10--12	1 x 36 x 4	360

NOTE: * EPA values are based on ASCE 7-93 wind map.

BASE DETAIL

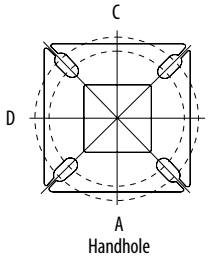




POLE DATA

Shaft base size	Bolt circle A	Bolt projection B	Base diameter C	Base plate thickness	Anchor bolt and template number	Anchor bol descriptio
4"C	8" – 9"	3.25"- 3.75"	8"- 8.25"	0.75"	ABSSS-4C	3/4"x18"x3'
4"G	8" – 9"	3.38"- 3.75"	8"- 8.25"	0.875"	ABSSS-4G	3/4"x30"x3'
5"	10" – 12"	3.5"- 4"	11"	1"	ABSSS-5	1"x36"x4"

HANDHOLE ORIENTATION



Default DM19AS is on side B.

IMPORTANT INSTALLATION NOTES:

- **Do not** erect poles without having fixtures installed.
- Factory-supplied templates must be used when setting anch bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates.
- If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damag
- Lithonia Lighting is not responsible for the foundation desig
- Bolt circles have +/- 1/2" tolerance.

Attachment: 1657 Shermer - Applicant Submittal Additional Info (6522 : Staff Memo Relating to 1657 Shermer Road)

CAUTION: These specifications are intended for general purposes only. Lithonia Lighting reserves the right to change material or design, without prior notice, in a continuing effort to upgrade its products.

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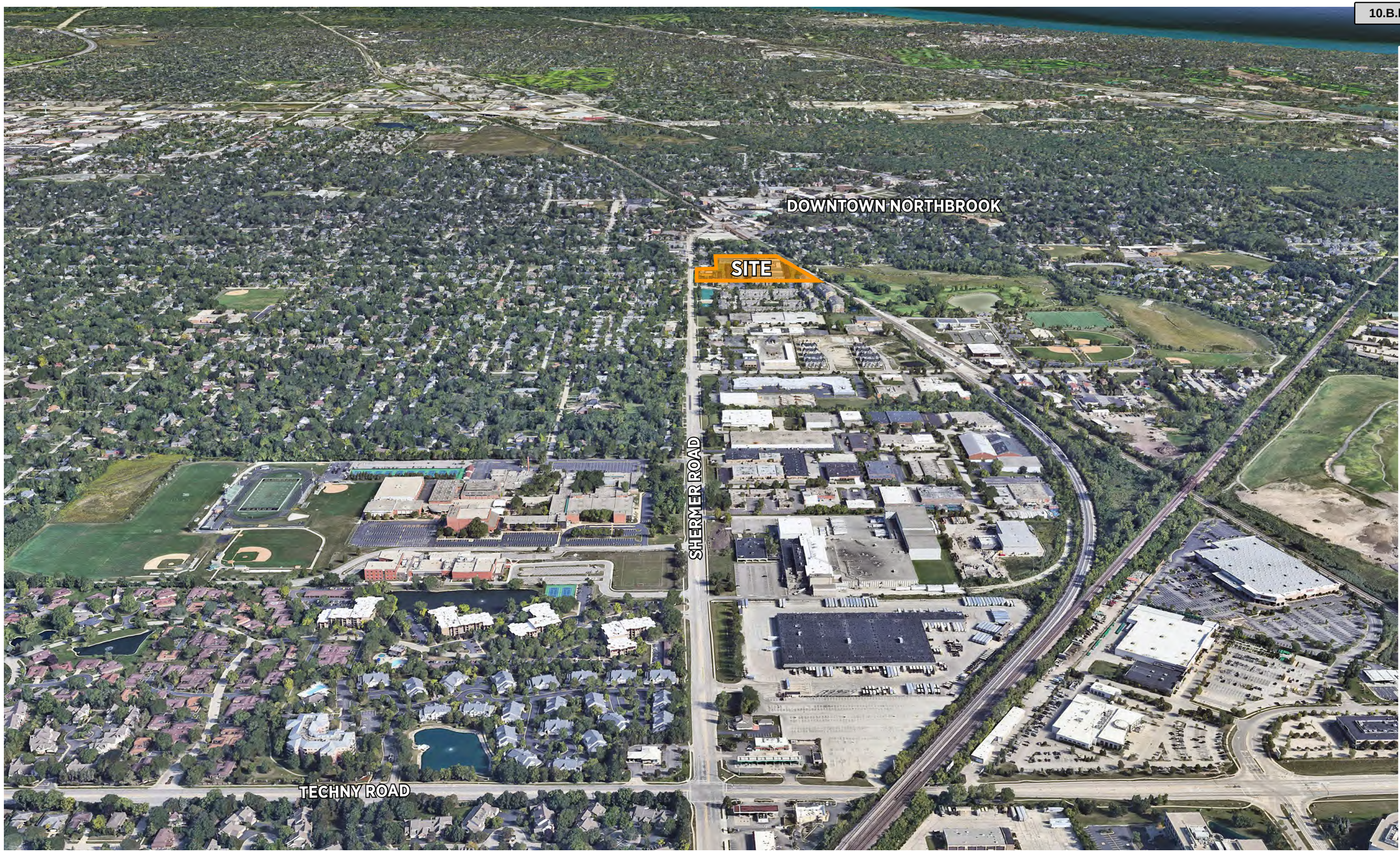
1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT

BOARD OF TRUSTEES SUBMISSION

NORTHBROOK, ILLINOIS • JANUARY



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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SITE INFORMATION: AERIAL



VIEW FROM SHERMER ROAD LOOKING SOUTHEAST



AERIAL IMAGE OF SITE LOOKING NORTHEA



VIEW FROM SHERMER ROAD LOOKING EAST



VIEW FROM SHERMER ROAD LOOKING NORTHEA

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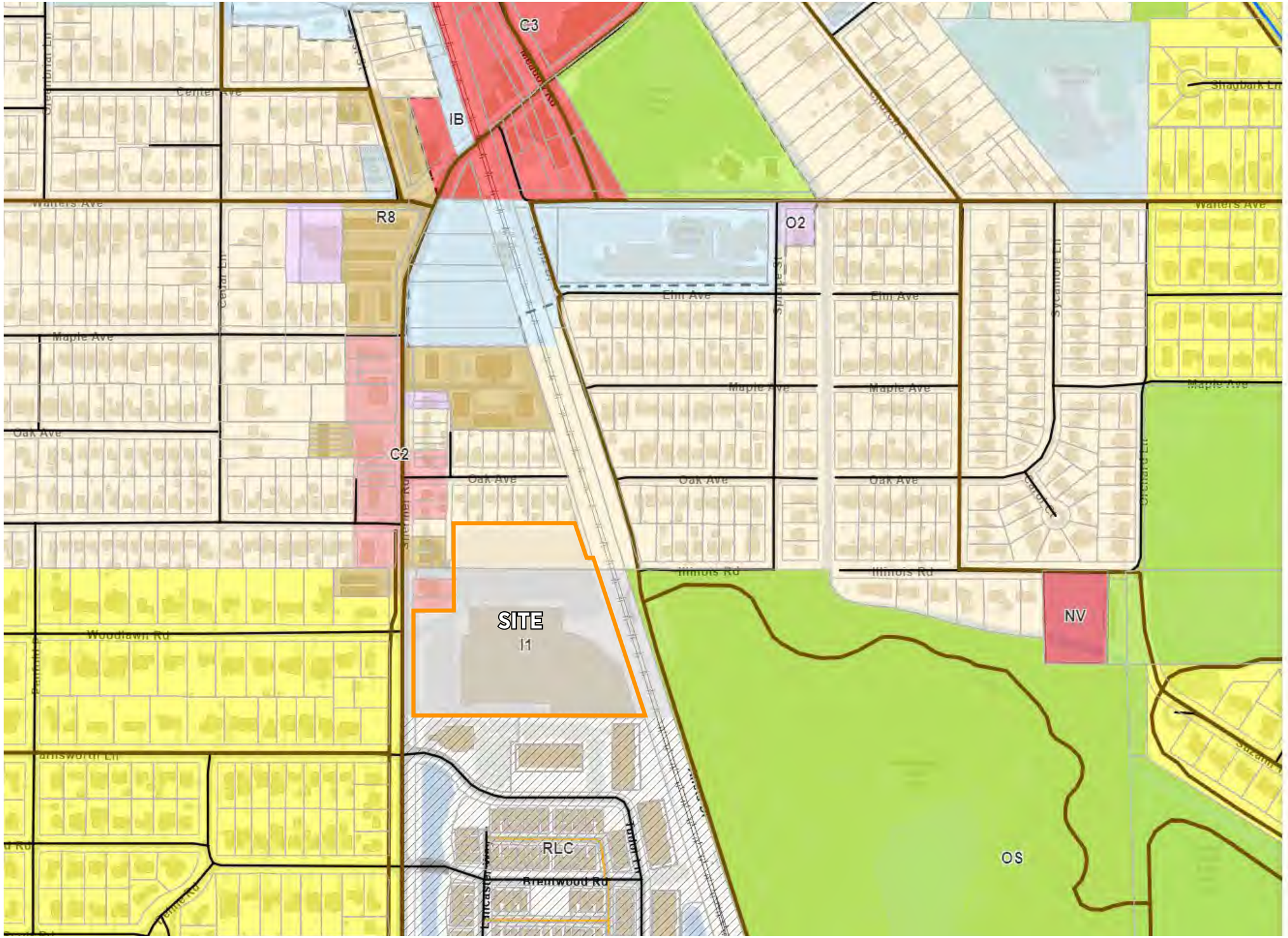
1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SITE INFORMATION: EXISTING CONDITIONS



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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SITE INFORMATION: EXISTING ZONING MAP



1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

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DISTANCE TO MASS TRANSIT

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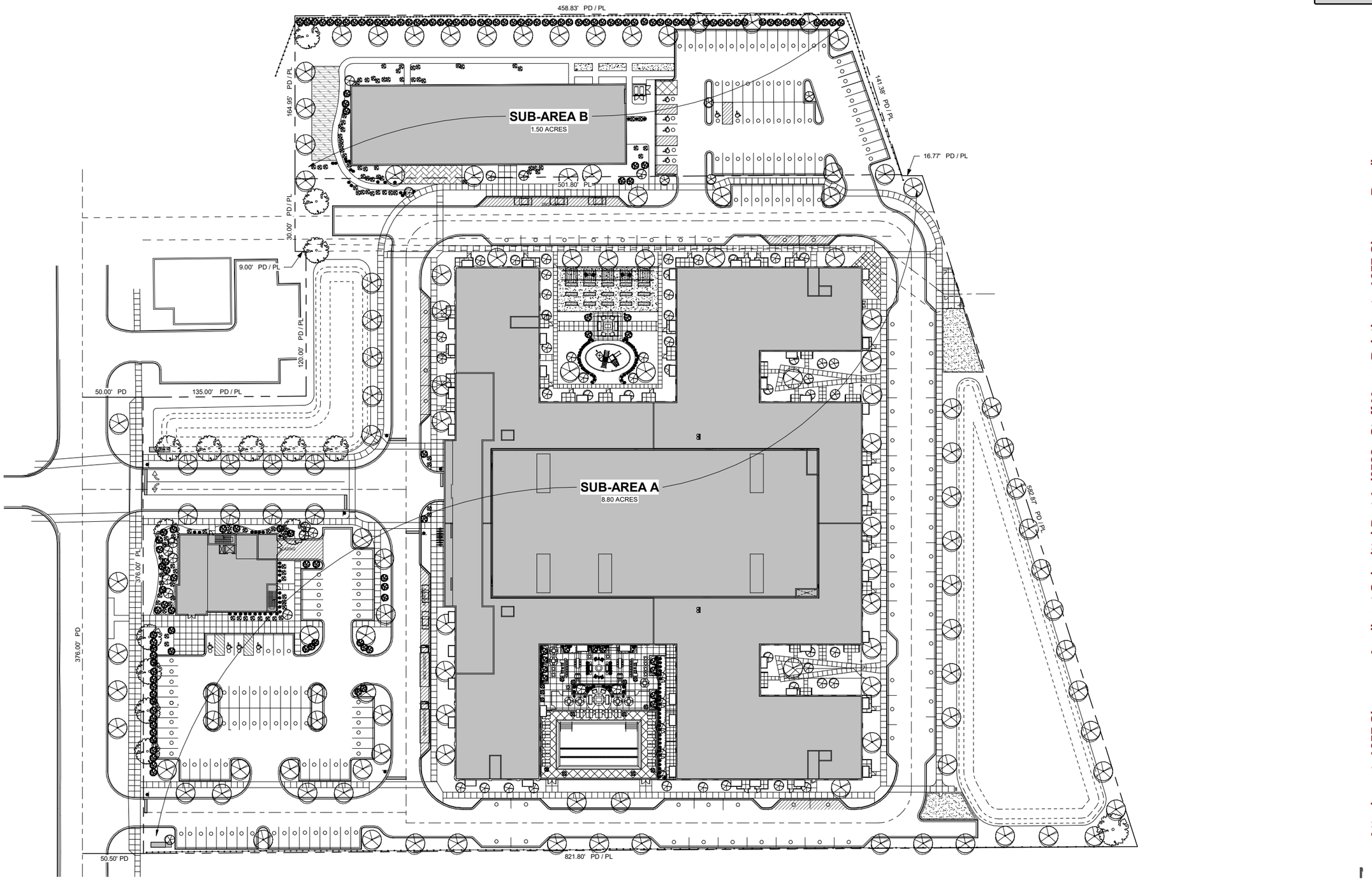

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

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PLANNED DEVELOPMENT & PROPERTY LINE MAP

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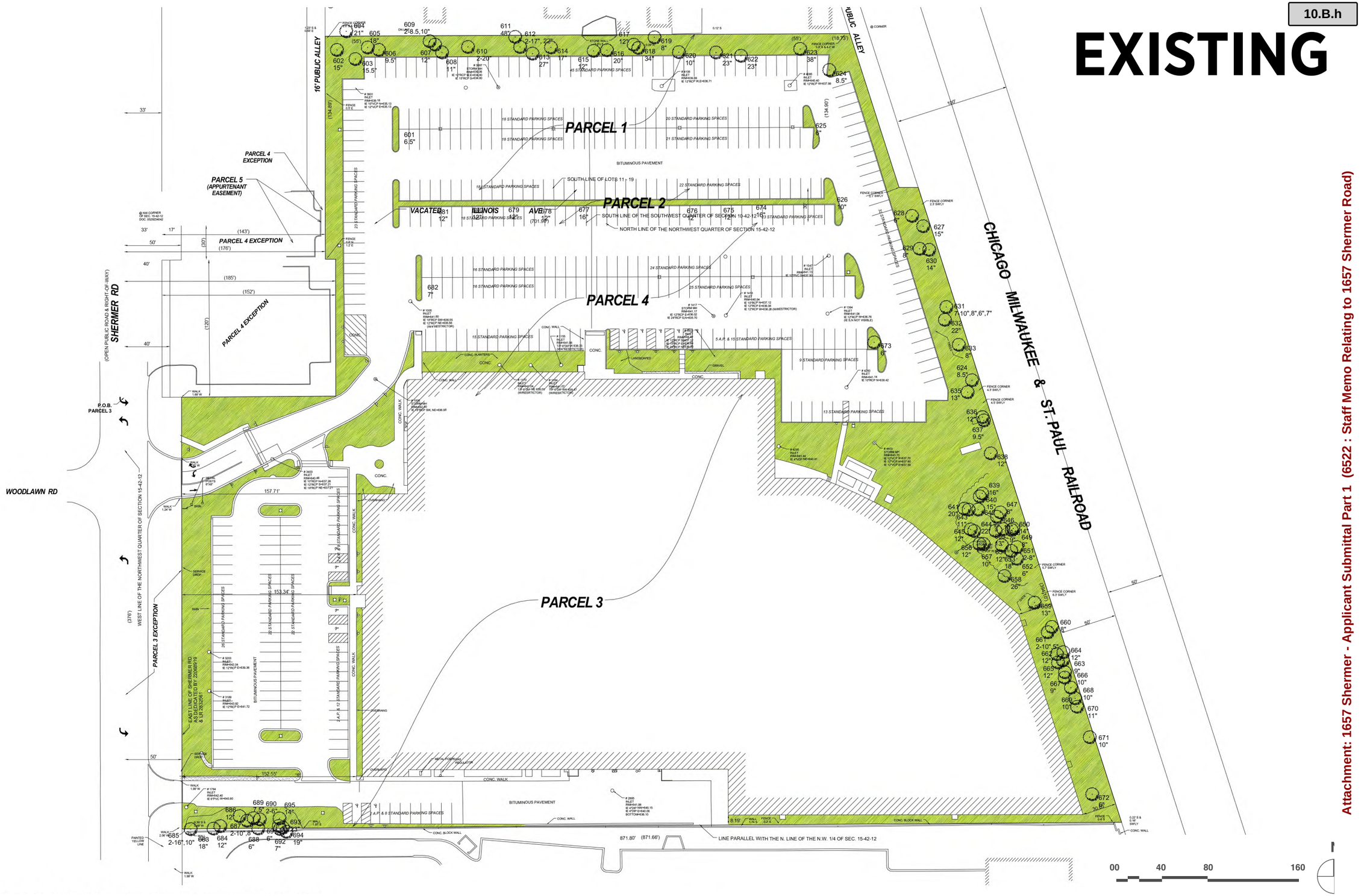
EXISTING



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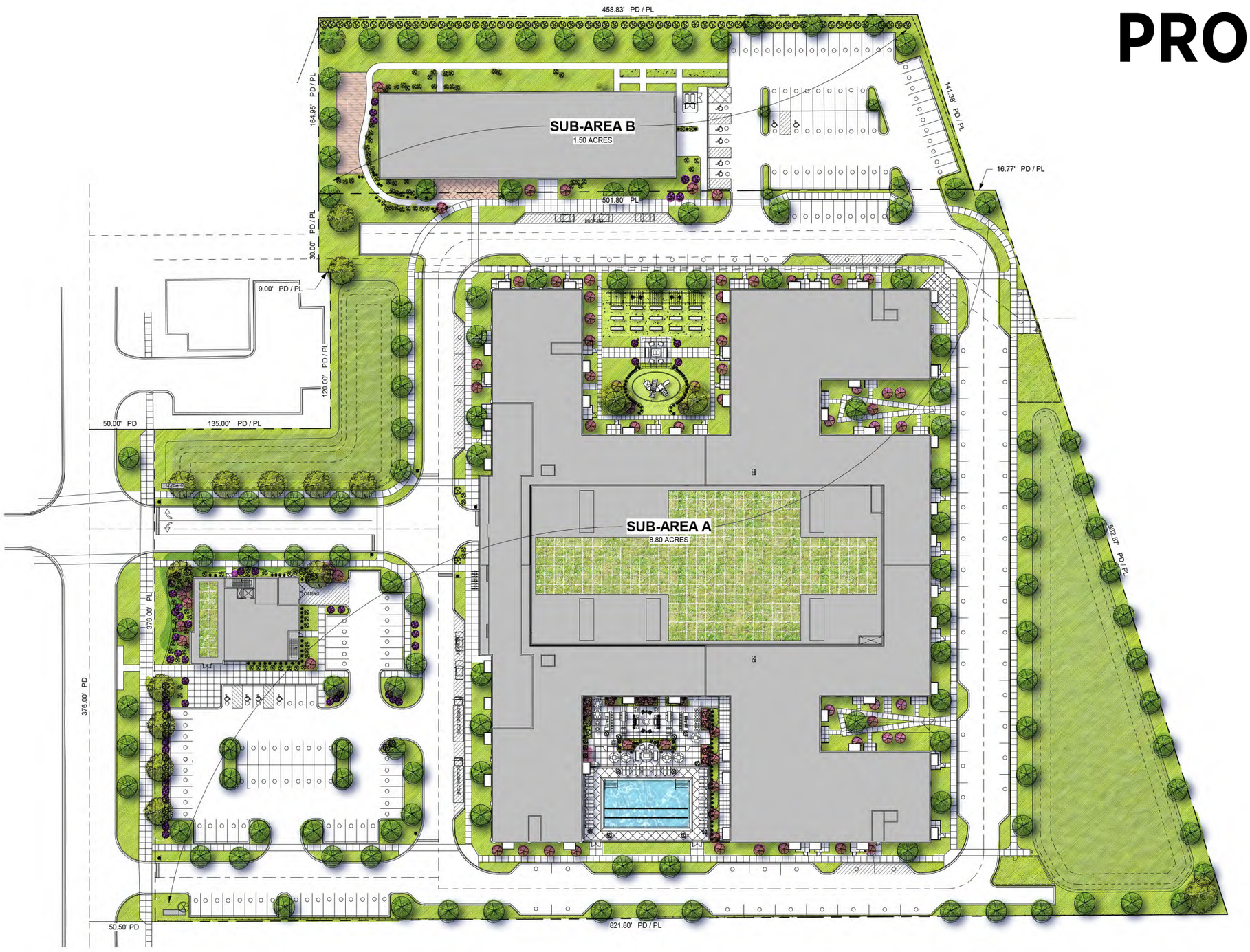
1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

EXISTING SITE GREEN SPACE

PROPOSED



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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

PROPOSED SITE GREEN SPACE

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY

LANDSCAPE CALCULATIONS

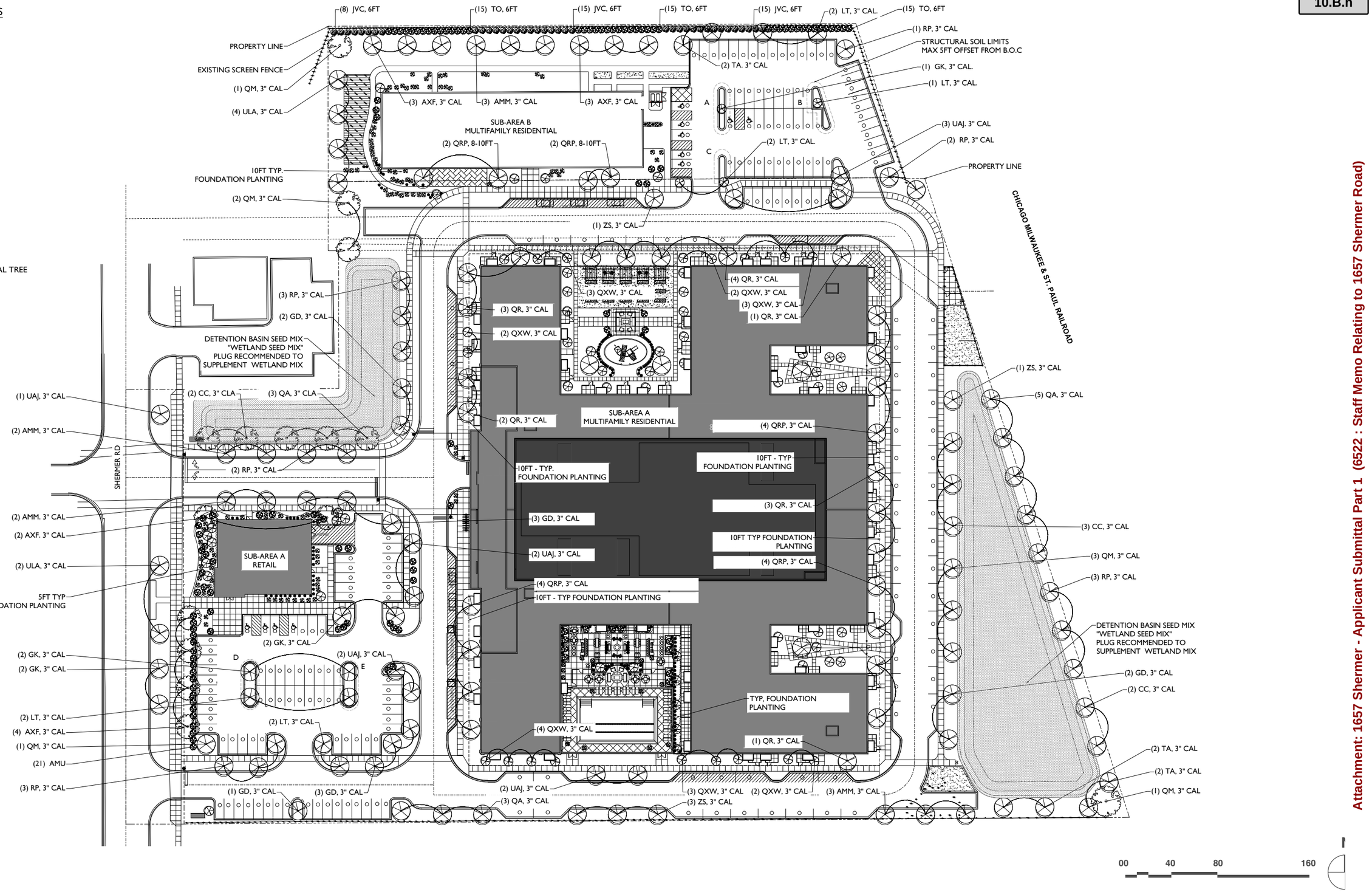
BUFFER REQUIREMENTS: L1 CLASS
WIDTH = 10'-0"
WIDTH = 5'-0"

PERIMETER PLANTING
1 TREE PER 45LF

PARKING LOT PLANTING
BUFFER REQUIREMENTS:
SHRUB SCREEN = 4'-6' HT
1 TREE PER 8 PARKING SPACES

LEGEND

- SHADE TREE
- COLUMNAR/ORNAMENTAL TREE
- EVERGREEN HEDGE
- DETENTION BASIN MIX

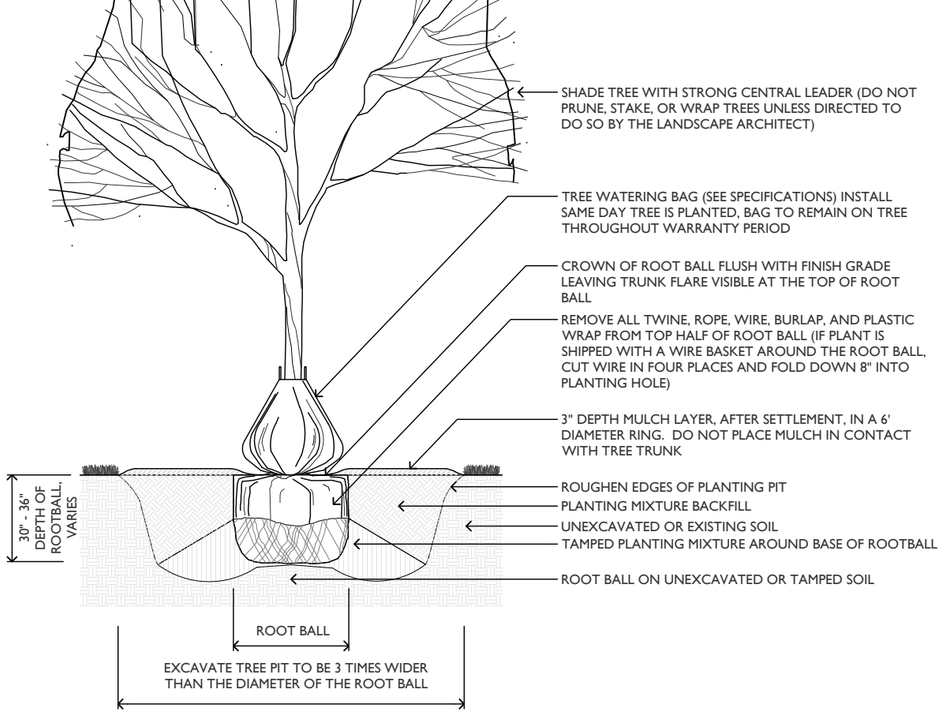


1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

CONFLUENCE: GROUND LEVEL LANDSCAPE PLAN

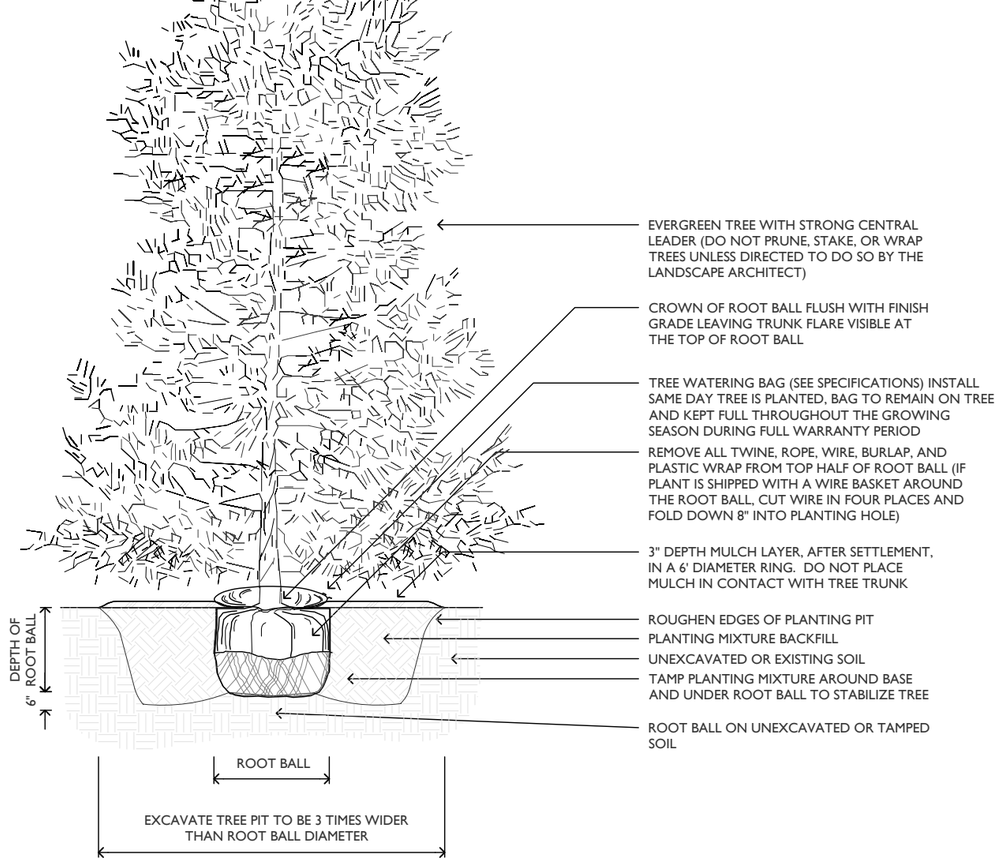
LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY

Attachment: 1657 Shermer - Applicant Submittal Part 1 (6522 : Staff Memo Relating to 1657 Shermer Road)



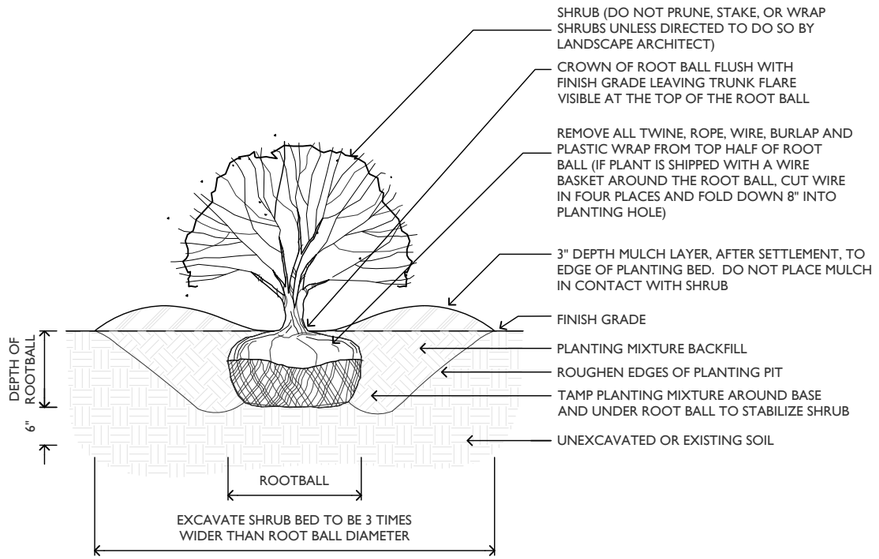
1 L400 DECIDUOUS TREE INSTALLATION, TYP

SCALE: 1"=1'-0" 0' 1' 2' 3' 4'



2 L400 DECIDUOUS TREE INSTALLATION, TYP

SCALE: 1"=1'-0" 0' 1' 2' 3' 4'



3 L400 SHRUB INSTALLATION, TYP

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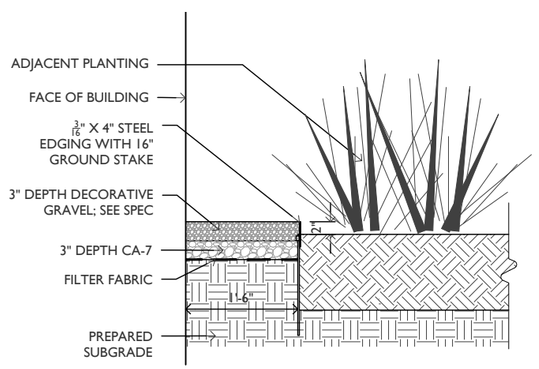


4 L400 DRAINAGE STRIP

SCALE: 1"=1'-0" 0' 1' 2'

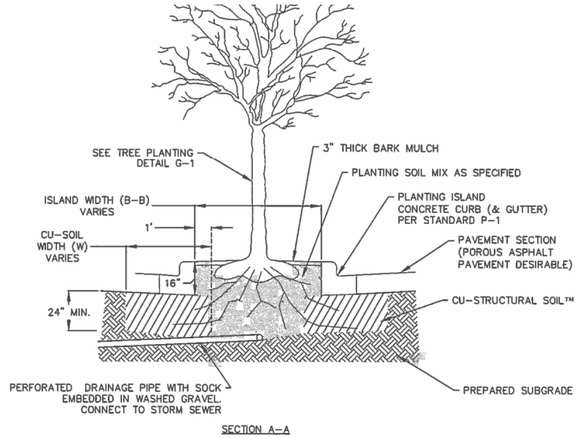
Attachment: 1657 Shermer - Applicant Submittal Part 1 (6522 : Staff Memo Relating to 1657 Shermer Road)

GROUND LEVEL PLANT PALETTE

PLANT LIST

	CODE	BOTANICAL NAME	COMMON NAME	QTY	CAL	HT	SPRD	ROOT	REMARKS
TREES	RP	ROBINIA PSEUDOACACIA	BLACK LOCUST 'CHICAGO BLUES'	14	3"	-	-	B&B	SPACING PER PLAN
	GD	GYMNOCLADUS DIOICUS	KENTUCKY COFFEE TREE	11	3"	-	-	B&B	SPACING PER PLAN
	TA	TILIA AMERICANA	AMERICAN LINDEN 'AMERICAN SENTRY'	06	3"	-	-	B&B	SPACING PER PLAN
	LT	LIRIODENDRON TULIPIFERA	TULIP TREE	09	3"	-	-	B&B	SPACING PER PLAN
	UAJ	ULMUS AMERICANA JEFFERSON	JEFFERSON ELM	10	3"	-	-	B&B	SPACING PER PLAN
	QA	QUERCUS ALBA	WHITE OAK	11	3"	-	-	B&B	SPACING PER PLAN
	CC	CARPINUS CAROLINIANA	AMERICAN HORNBEAM	07	3"	-	-	B&B	SPACING PER PLAN
	QRP	QUERCUS REGAL PRINCE	REGAL PRINCE OAK	16	3"	-	-	B&B	SPACING PER PLAN
	QM	QUERCUS MUEHLENBERGII	CHINQUAPIN OAK	08	3"	-	-	B&B	SPACING PER PLAN
	GK	GINKGO BILOBA	GINKGO 'AUTUMN GOLD'	07	3"	-	-	B&B	SPACING PER PLAN
	AMM	ACER MIYABEI 'MORTON'	STATE STREET MAPLE	10	3"	-	-	B&B	SPACING PER PLAN
	ZS	ZELKOVA SERRATA	ZELKOVA	05	3"	-	-	B&B	SPACING PER PLAN
	ULA	ULMUS AMERICANA	AMERICAN ELM	06	3"	-	-	B&B	SPACING PER PLAN
	LIS	LIQUIDAMBAR STYRACIFLUA	SWEETGUM	XX	3"	-	-	B&B	SPACING PER PLAN
	QR	QUERCUS ROBUR 'FASTIGIATA'	FATIGIATE ENGLISH OAK	14	3"	-	-	B&B	SPACING PER PLAN
	QXW	QUERCUS X WAREI	KINDRED SPIRIT OAK	19	3"	-	-	B&B	SPACING PER PLAN
	CBF	CARPINUS BETULAS 'FASTIGIATA'	FASTIGIATE EUROPEAN HORNBEAM	XX	3"	-	-	B&B	SPACING PER PLAN
	AXF	ACER × FREEMANII	AUTUMN BLAZE MAPLE	12	3"	-	-	B&B	SPACING PER PLAN
ORN. TREES	HV	HAMAMELIS VIRGINIANA	WITCHHAZEL		-	6-10'		B&B	SPACING PER PLAN
	MS	MALUS SPECIES	CRABAPPLE		-	6-10'		B&B	SPACING PER PLAN
	SR	SYRINGA RETICULATA	JAPANESE TREE LILAC		-	6-10'		B&B	SPACING PER PLAN
	CEC	CERCIS CANDENSIS	EASTERN REDBUD		-	6-10'		B&B	SPACING PER PLAN
	AL	AMERLANCHIER LAEVIS	ALLEGHANY SERVICEBERRY		-	6-10'		B&B	SPACING PER PLAN
	CV	CRATAEGUS VIRIDIS	WINTER KING HAWTHORN		-	6-10'		B&B	SPACING PER PLAN
	JVC	JUNIPERUS VIRGINIANA 'CUPRESSIFOLIA'	HILLSPIRE JUNIPER		-	6-8'		B&B	SPACING PER PLAN
	TO	THUJA OCCIDENTALIS	ARBORVITAE		-	6-8'		B&B	SPACING PER PLAN
SHRUBS	AMU	ARONIA MELANOCARPA 'UCONNAM166'	LOW SCAPE HEDGER CHOKEBERRY		-	-	36"	#5	SPACING PER PLAN
	HAA	HYDRANGEA ARBORESCENS 'ANNABELLE'	ANNABELLE HYDRANGEA		-	-	36"	#5	SPACING PER PLAN
	HAA	HYDRANGEA PANICULATA 'SMHPFL'	LITTLE QUICK FIRE HYDRANGEA		-	-	36"	#5	SPACING PER PLAN
	VCC	VIBURNUM CARLESII 'COMPACTUM'	DWARF KOREAN SPICE VIBURNUM		-	-	36"	#5	SPACING PER PLAN
	FXI	FORSYTHIA X INTERMEDIA	SHOW OFF FORSYTHIA		-	-	36"	#5	SPACING PER PLAN
	BXG	BUXUS X 'GLENCOE'	CHICAGOLAND GREEN BOXWOOD		-	-	36"	#5	SPACING PER PLAN
	BGM	BUXUS X 'GREEN MOUNTAIN'	GREEN MOUNTAIN BOXWOOD		-	-	36"	#5	SPACING PER PLAN
	CSC	CORNUS SERICEA "CARDINAL"	RED TWIG DOGWOOD		-	-	36"	#5	SPACING PER PLAN
ORN. PERENNIALS/ GRASS	MRM	MUHLENBERGIA CAPILLARIS REGAL MIST®	REGAL MIST® PINK MUHLY GRASS		-	-	-	#1	
	HM	HAKONECHLOA MACRA	JAPANESE FOREST GRASS		-	-	-	#1	SPACING PER PLAN
	ASB	ALLIUM 'SUMMER BEAUTY'	SUMMER BEAUTY ONION		-	-	-	#1	SPACING PER PLAN
	SH	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED		-	-	-	#1	SPACING PER PLAN
	ASE	HOSTA 'FRANCES WILLIAMS'	FRANCES WILLIAMS HOSTA					#1	SPACING PER PLAN
	ACV	ASTILBE CHINENSIS 'VISIONS'	VISIONS ASTILBE		-	-	-	#1	SPACING PER PLAN
	DWH	DOLCE®HEUCHERA 'WILDBERRY'	DOLCE® WILDBERRY CORAL BELLS		-	-	-	#1	SPACING PER PLAN
	EQS	ECHINACEA PURPUREA 'PAS702917'	POWPOW WILD BERRY CONEFLOWER		-	-	-	#1	SPACING PER PLAN
	RUD	RUDBECKIA	BLACK-EYED SUSAN		-	-	-	#1	SPACING PER PLAN
					-	-	-	#1	SPACING PER PLAN
GROUND COVER					-	-	-	#1	SPACING PER PLAN
					-	-	-	#1	SPACING PER PLAN

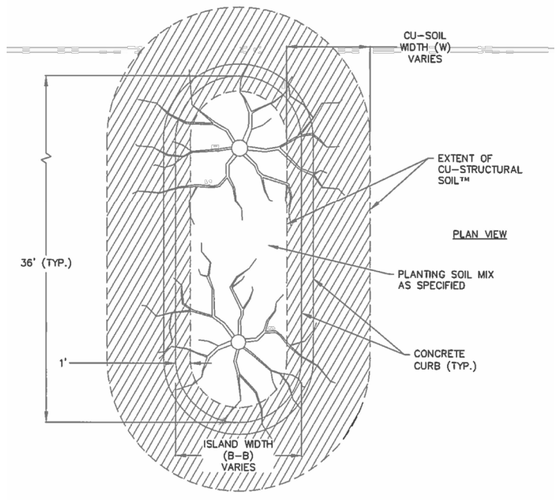
NOTE:
1. QUANTITIES ON THE PLANT LIST ARE PROVIDED FOR INFORMATION ONLY. PLANT QUANTITIES UNDER THE CONTRACT ARE INDICATED ON THE PLANS. IN THE EVENT OF ANY DISCREPANCIES, THE CONTRACT SHALL BE BASED ON THE QUANTITIES SHOWN ON THE PLANS. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES PRIOR TO SECURING PLANT MATERIAL.
2. THE SPECIES, SIZES, AND SPACING INDICATED ON THE PLANT PALETTE ABOVE REPRESENTS A PROBABLE SELECTION OF POTENTIAL MATERIALS FOR PRICING PURPOSES ONLY. FINAL SELECTIONS TO BE DETERMINED.
3. IN THE EVENT OF ANY DISCREPANCIES, THE CONTRACT SHALL BE BASED ON THE QUANTITIES SHOWN ON THE PLANS.
4. UPON AUTHORIZATION TO PROCEED WITH THE WORK, A SCHEDULE INDICATING THE DATES OF EACH OF THE FOLLOWING ITEMS WILL BE PREPARED BY THE TRADE CONTRACTOR AND SUBMITTED TO THE LANDSCAPE ARCHITECT.
   A. TAGGING OF PLANT MATERIAL IN NURSERIES
   B. STAKING OF PLANT LOCATING ON SITE.
   C. DELIVERY OF PLAN MATERIAL ON SITE.
   D. PLANTING SCHEDULE.
5. ALL TREES SHALL BE TAGGED BY LANDSCAPE ARCHITECT. CONTRACTOR SHALL PROVIDE A PHOTOGRAPH WITH SCALE FIGURE AND NURSERY LOCATION OF EACH TREE TYPE FOR LANDSCAPE ARCHITECT APPROVAL PRIOR TO SCHEDULINGDF TREE TAGGING VISITS.



SECTION A-A

NOTES:
1. ALLOWABLE TREE SIZE AT MATURITY IS 30 FEET IN HEIGHT
2. STRUCTURAL SOIL MAY BE CU-STRUCTURAL SOIL™ OR STALITE (FOR SANDY SOILS). TRADITIONAL CRUSHED LIMESTONE IS NOT PERMITTED FOR USE IN PARKING LOT ISLANDS THAT HAVE TREES PLANTED.
3. CU-STRUCTURAL SOIL SHALL BE OBTAINED FROM A LICENSED PRODUCER SUCH AS MIDWEST TRADING.
4. TREE SPECIES SHOULD BE CHOSEN THAT PREFER WELL DRAINED SOIL AND BE SUITABLE FOR THE EXPECTED pH OF THE CU-SOIL PROVIDED.
5. INITIAL WATERING SHOULD BE AT A RATE OF 20 GALLONS PER TREE, EVERY 5-7 DAYS.
6. SEE SHEET 2 FOR PLAN VIEW AND QUANTITIES.

1 L401 TYP. PARKING ISLAND TREE DETAIL



2 L401 TYP. PARKING ISLAND TREE PLAN

SOIL VOLUME FOR PARKING ISLAND

PARKING ISLAND	PLANTING SOIL VOLUME 36" DEPTH	CU-SOIL SOIL VOLUME 24" DEPTH
A	408 FT³	904 FT³
B	477 FT³	1010 FT³
C	225 FT³	538 FT³
D	912 FT³	608 FT³
E	912 FT³	608 FT³

00 40 80 160

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DETENTION BASIN SEED MIX

by Prairie Moon® Nursery

9.39 lbs per acre | 295 Seeds per sq/ft

(FILTER PLANTS IN THIS SEED MIX)

WILDFLOWERS

Botanical Name (Common Name)	% by wt.
Alisma subcordatum (Mud Plantain)	1.33
Allium cernuum (Nodding Onion)	1
Ammannia coccinea (Scarlet Toothcup)	1
Anemone canadensis (Canada Anemone)	0.67
Angelica atropurpurea (Great Angelica)	3.99
Asclepias incarnata (Rose Milkweed)	2.66
Astragalus canadensis (Canada Milk Vetch)	0.67
Bidens cernua (Nodding Bur Marigold)	0.67
Boltonia asteroides (False Aster)	0.67
Eupatorium perfoliatum (Boneset)	0.5
Eupatorium maculatum (Joe Pye Weed)	0.67
Gentiana andrewsii (Bottle Gentian)	0.37
Gentiana flavida (Cream Gentian)	0.37
Helenium autumnale (Sneezeweed)	0.72
Heliopsis helianthoides (Early Sunflower)	1.33
Hibiscus laevis (Rose Mallow)	3.99
Hypericum pyramidatum (Great St. John's Wort)	0.67
Iris virginica var. shrevei (Southern Blue Flag)	2.66
Liatris pycnostachya (Prairie Blazing Star)	3.33
Lobelia cardinalis (Cardinal Flower)	0.33
Lobelia siphilitica (Great Blue Lobelia)	1.33
Lycopus americanus (Water Horehound)	0.09
Mimulus ringens (Monkey Flower)	0.33
Oligoneuron rigidum (Stiff Goldenrod)	0.67
Persicaria punctata (Smartweed)	1
Physostegia virginiana (Obedient Plant)	0.72
Pycnanthemum virginianum (Mountain Mint)	0.67
Rudbeckia hirta (Black-eyed Susan)	2
Rudbeckia subtomentosa (Sweet Black-eyed Susan)	0.36
Rudbeckia triloba (Brown-eyed Susan)	1.33
Silphium laciniatum (Compass Plant)	0.67
Silphium perfoliatum (Cup Plant)	0.67
Silphium terebinthinaceum (Prairie Dock)	0.67
Symphyotrichum laeve (Smooth Blue Aster)	1.33
Thalictrum dasycarpum (Purple Meadow Rue)	2
Verbena hastata (Blue Vervain)	1.33
Vernonia fasciculata (Common Ironweed)	1.33
Veronicastrum virginicum (Culver's Root)	0.67
Zizia aurea (Golden Alexanders)	1.33
Totals of WILDFLOWERS:	**46.06%**

GRASSES, SEDGES & RUSHES

Botanical Name (Common Name)	% by wt.
Andropogon gerardii (Big Bluestem)	6.66
Bromus ciliatus (Fringed Brome)	5.22
Calamagrostis canadensis (Blue Joint Grass)	0.35
Carex bicknellii (Copper-shouldered Oval Sedge)	1.33
Carex hystericina (Porcupine Sedge)	1.33
Carex stipata (Awl-fruited Sedge)	1.33
Carex vulpinoidea (Brown Fox Sedge)	3.33
Elymus canadensis (Canada Wild Rye)	10.65
Elymus virginicus (Virginia Wild Rye)	10.65
Glyceria grandis (Reed Manna Grass)	1.33
Juncus dudleyi (Dudley's Rush)	0.33
Juncus interior (Inland Rush)	0.29
Panicum virgatum (Switch Grass)	1.33
Scirpus atrovirens (Dark-green Bulrush)	0.72
Scirpus cyperinus (Wool Grass)	0.38
Scirpus validus (Great Bulrush)	0.72
Sorghastrum nutans (Indian Grass)	6.66
Spartina pectinata (Cord Grass)	1.33
Totals of GRASSES, SEDGES & RUSHES:	**53.94%**

1 L402 DETENTION BASIN SEED PLANTING LIST

GROWING YOUR PRAIRIE

SITE PREP & SEEDING

Year 1

The first growing season should be dedicated to site preparation, a crucial first step to a successful planting. On this site, herbicide was applied three times spring through fall. After site preparation is complete, seed can be sown.



MOWING

Year 2

Keeping the site mowed to 4-8" during the first year of growth will control any remaining weeds, allow sunlight to reach the slow-growing perennials and promote strong root growth.



PIONEER FLUSH

Year 3

The season after planting there will only be a few native species that flower. This stage is known as the Pioneer Flush. It can take 3-5 years after planting for most perennials to bloom for the first time.



DIVERSITY OF BLOOMS

Year 4

As time goes on, more and more perennial wildflowers will start to bloom.



507-452-1362 prairiemoon.com

2 L402 3 YEAR MAINTENANCE PLAN FOR DETENTION BASIN

NOTES:
IN YEAR 3, HAND PULL WEEDS AS NEEDED

Detention Basin Maintenance Tasks and Schedule

Tasks / Components	Detention Basin Side-Slopes	Detention Basin Bottom	Detention Basin Inlets	Detention Basin Outlet or Outflow Control Structures	Catch Basin Inlets	Catch Basin Sumps	Storm Sewer System	Schedule
Inspect for sediment accumulation	○	●	●	●	●	●	●	Annually
Remove sediment accumulation	○	●	●	●	●	●	●	Every 5-10 years as needed
Inspect for debris (dead vegetation and trash)	●	●	●	●	●	●	●	Early spring, fall and after major storms
Clean debris	●	●	●	●	●	●	●	As needed
Inspect for erosion on banks and bottom	●	●	●	●	○	○	○	Early spring, fall and after major storms
Reestablish permanent vegetation on eroded slopes	●	●	○	○	○	○	○	As needed
Rake out dead vegetation	○	○	●	●	○	○	○	Annually - early spring
Inspect for and remove purple loosestrife	●	●	●	●	○	○	○	Annually - July
Replace stone rip-rap	○	○	●	●	○	○	○	Every 3-5 years as needed
Mowing	●	●	○	○	○	○	○	0 to 2 times per year
Inspect structural elements during wet weather and compare to as-built plans (by a professional engineer reporting to Homeowners' Association)	○	○	●	●	○	○	●	Annually
Make adjustments or replacements as determined by annual wet weather inspection	○	●	●	●	○	○	●	As needed
Keep records of all inspections and maintenance activities and report to Homeowners' Association	●	●	●	●	●	●	●	Annually
Keep records of all costs for inspections, maintenance and repairs. Report to Homeowners' Association	●	●	●	●	●	●	●	Annually
Homeowners' Association to have a professional engineer carry out emergency inspections upon identification of severe problems	●	●	●	●	●	●	●	As needed

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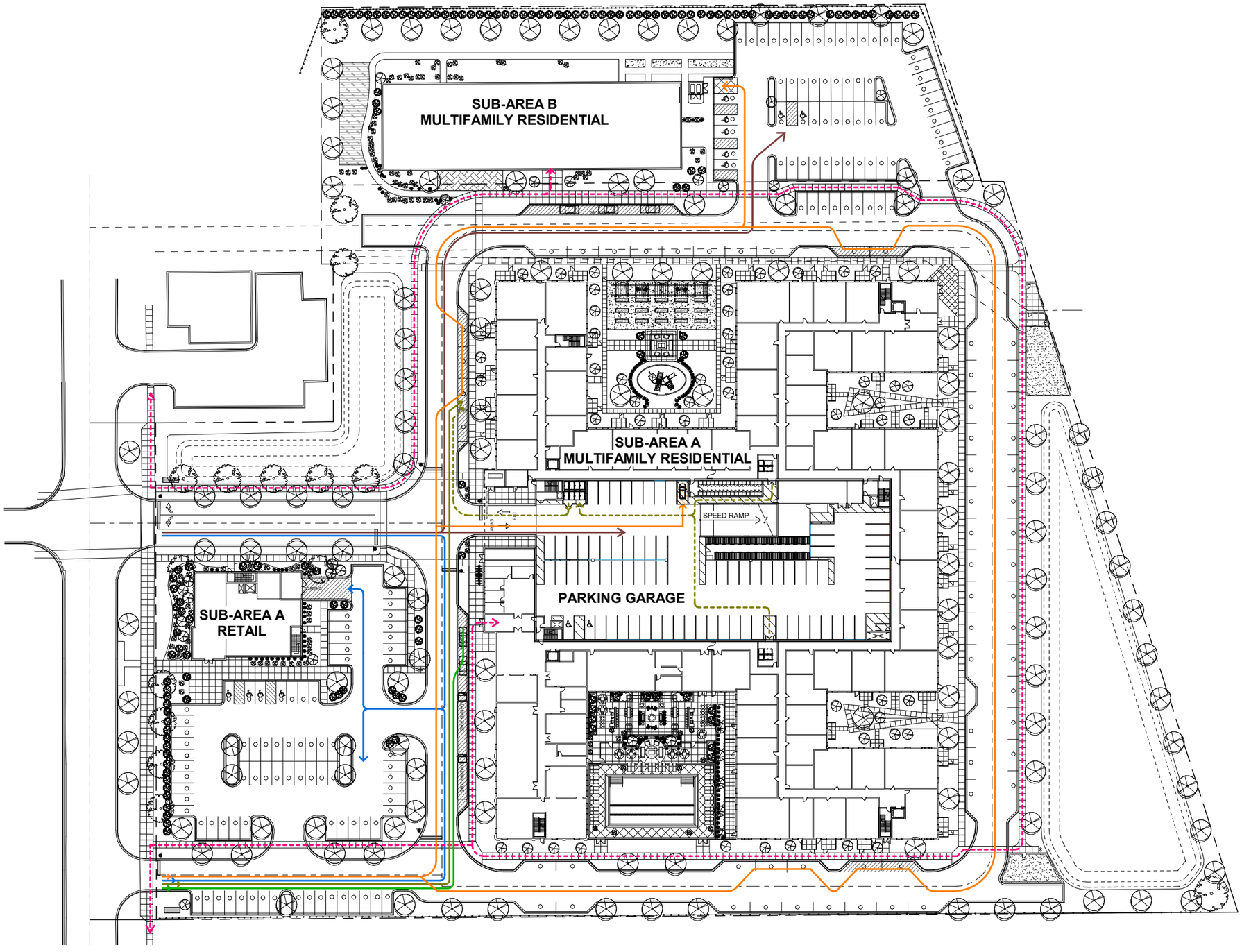
CIRCULATION PATHS FOR VEHICLE AND PEDESTRIAN	
LINE STYLE	DESCRIPTION
	RESIDENTIAL CAR
	RESIDENTIAL MOVING
	PARCEL DELIVERY AND AMAZON TRUCK
	RETAIL CAR AND SUPPLY TRUCK
	GARBAGE TRUCK
	PEDESTRIAN
	MAINTENANCE TRASH



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VEHICULAR AND PEDESTRIAN CIRCULATION PLAN

NORTHBROOK, ILLINOIS • JANUARY

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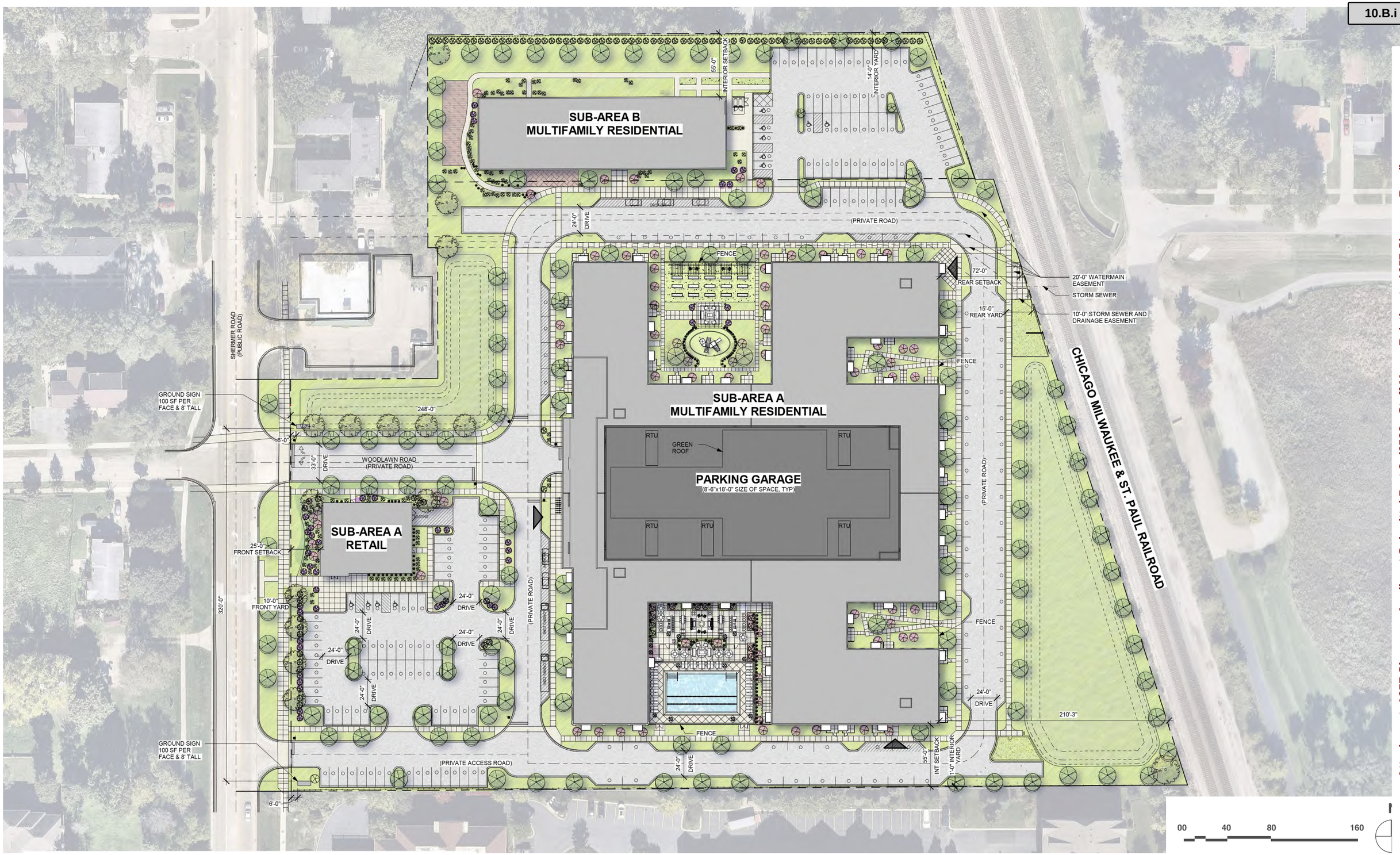
SUB-AREA A

Attachment: 1657 Shermer - Applicant Submittal Part 2 (6522 : Staff Memo Relating to 1657 Shermer Road)



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PROPOSED SITE PLAN

NORTHBROOK, ILLINOIS • JANUARY

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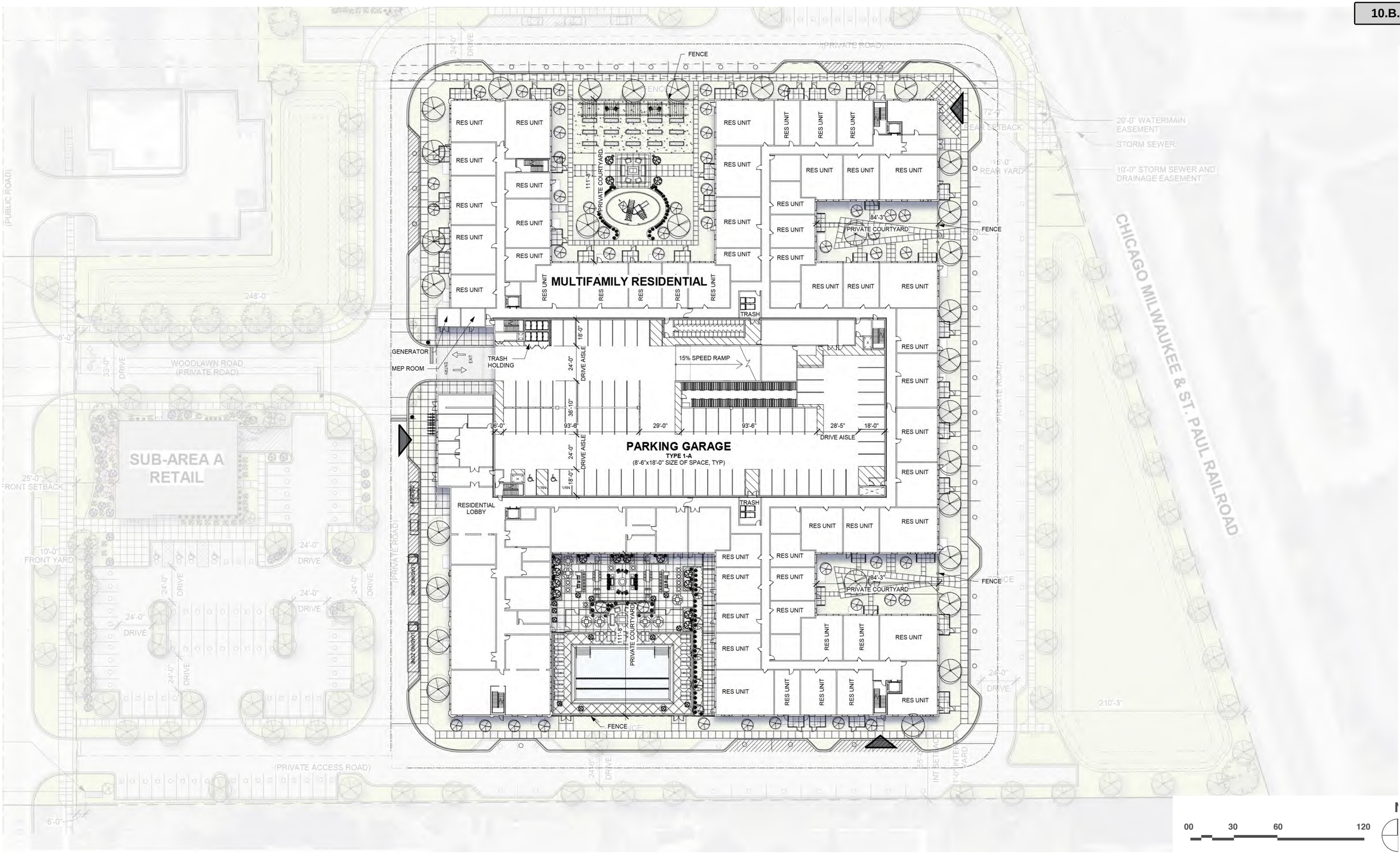

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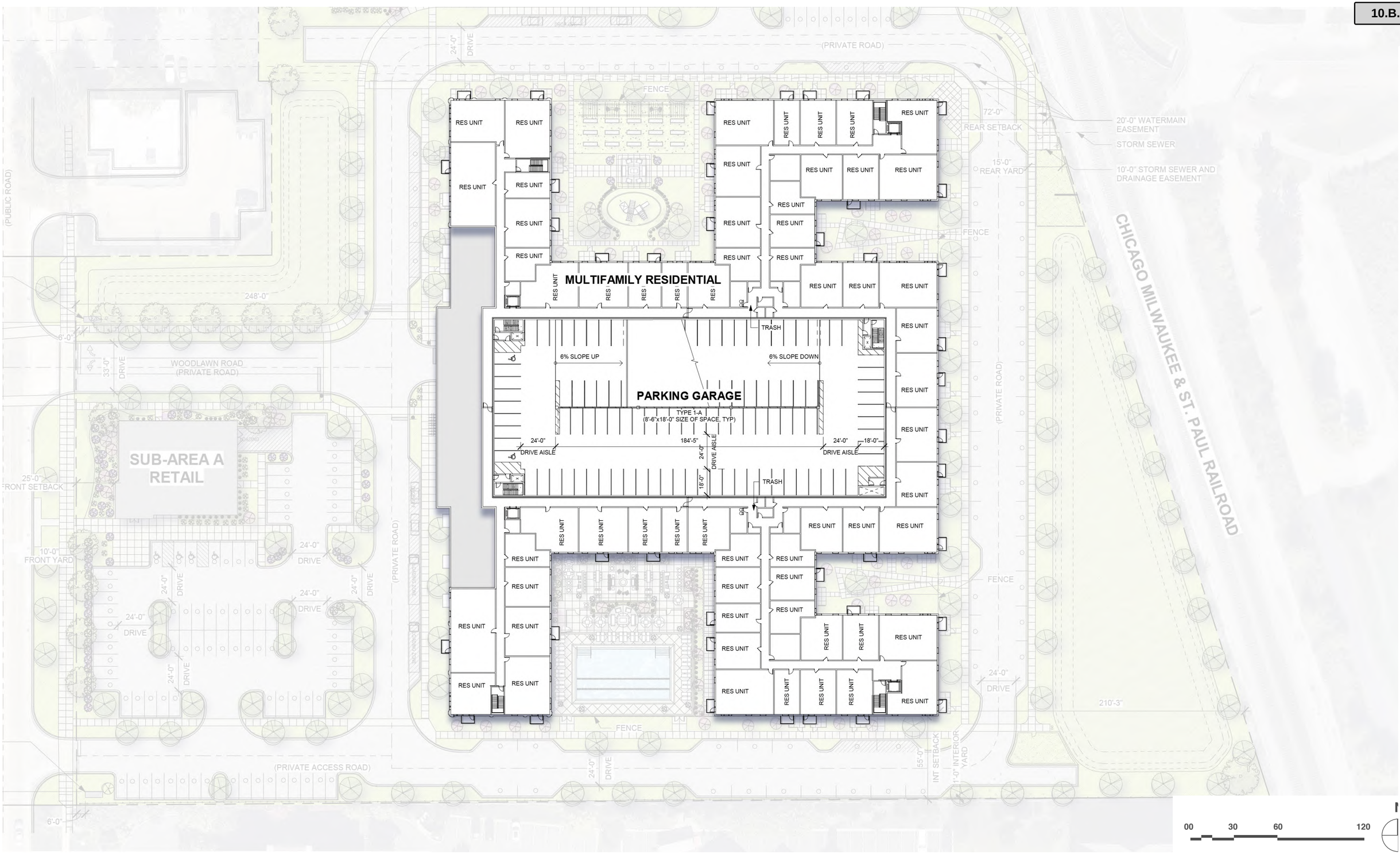
1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: LEVEL 1 FLOOR PLAN



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SUB-AREA A: UPPER RESIDENTIAL FLOOR PLAN

NORTHBROOK, ILLINOIS • JANUARY

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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: AERIAL CONCEPTUAL RENDERING

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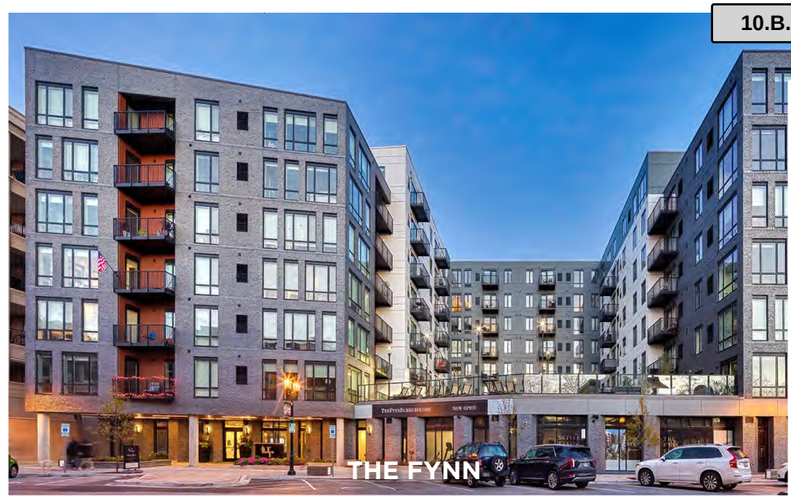









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SUB-AREA A: CHARACTER STUDY IMAGES

NORTHBROOK, ILLINOIS • JANUARY

Attachment: 1657 Shermer - Applicant Submittal Part 2 (6522 : Staff Memo Relating to 1657 Shermer Road)



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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: AERIAL CONCEPTUAL RENDERING

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY



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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: CONCEPTUAL RENDERING

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY

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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: CONCEPTUAL RENDERING

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY



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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: CONCEPTUAL RENDERING

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY

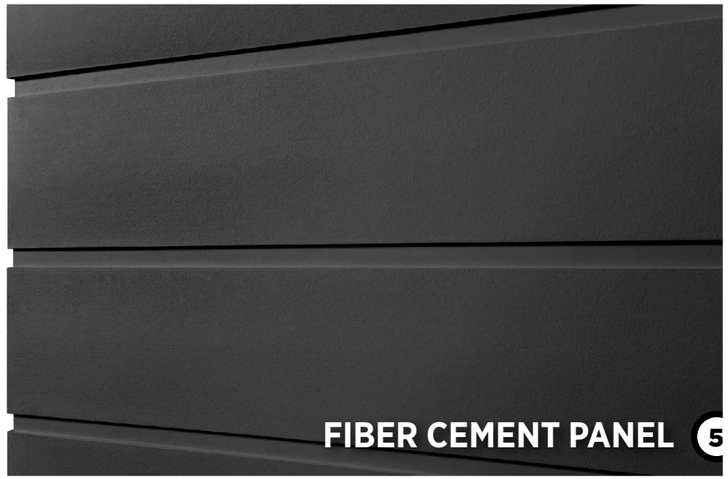




INSULATED WINDOWS & TERRACE DOORS 6



ORNAMENTAL LIGHT FIXTURES 7



FIBER CEMENT PANEL 5



GRANITE BASE 1



CAST STONE 2



BRICK 1 3



BRICK 2 4

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: EXTERIOR MATERIALS

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY

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WALL TYPE 01



WALL TYPE 02



WALL TYPE 03

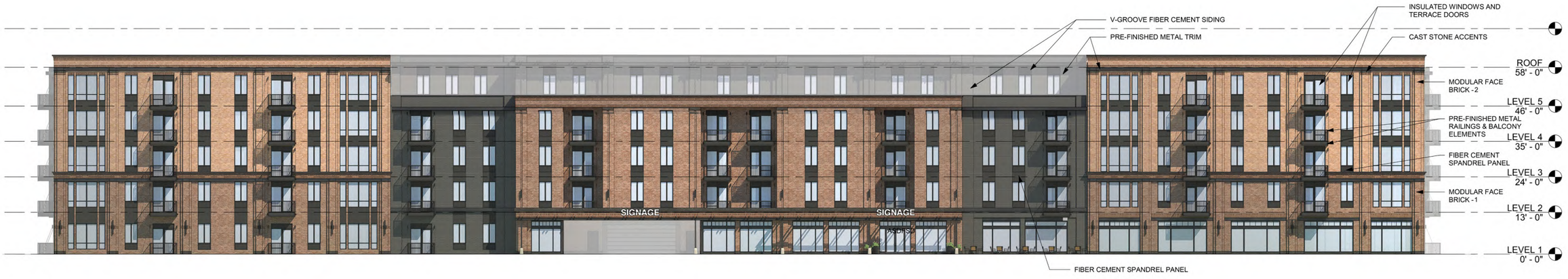
1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: EXTERIOR WALL AXONOMETRICS

Attachment: 1657 Shermer - Applicant Submittal Part 2 (6522 : Staff Memo Relating to 1657 Shermer Road)



OVERALL SOUTH ELEVATION



OVERALL WEST ELEVATION

00 16 32 64

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: BUILDING ELEVATIONS

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY

Attachment: 1657 Shermer - Applicant Submittal Part 2 (6522 : Staff Memo Relating to 1657 Shermer Road)



OVERALL EAST ELEVATION



OVERALL NORTH ELEVATION

00 16 32 64

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: BUILDING ELEVATIONS

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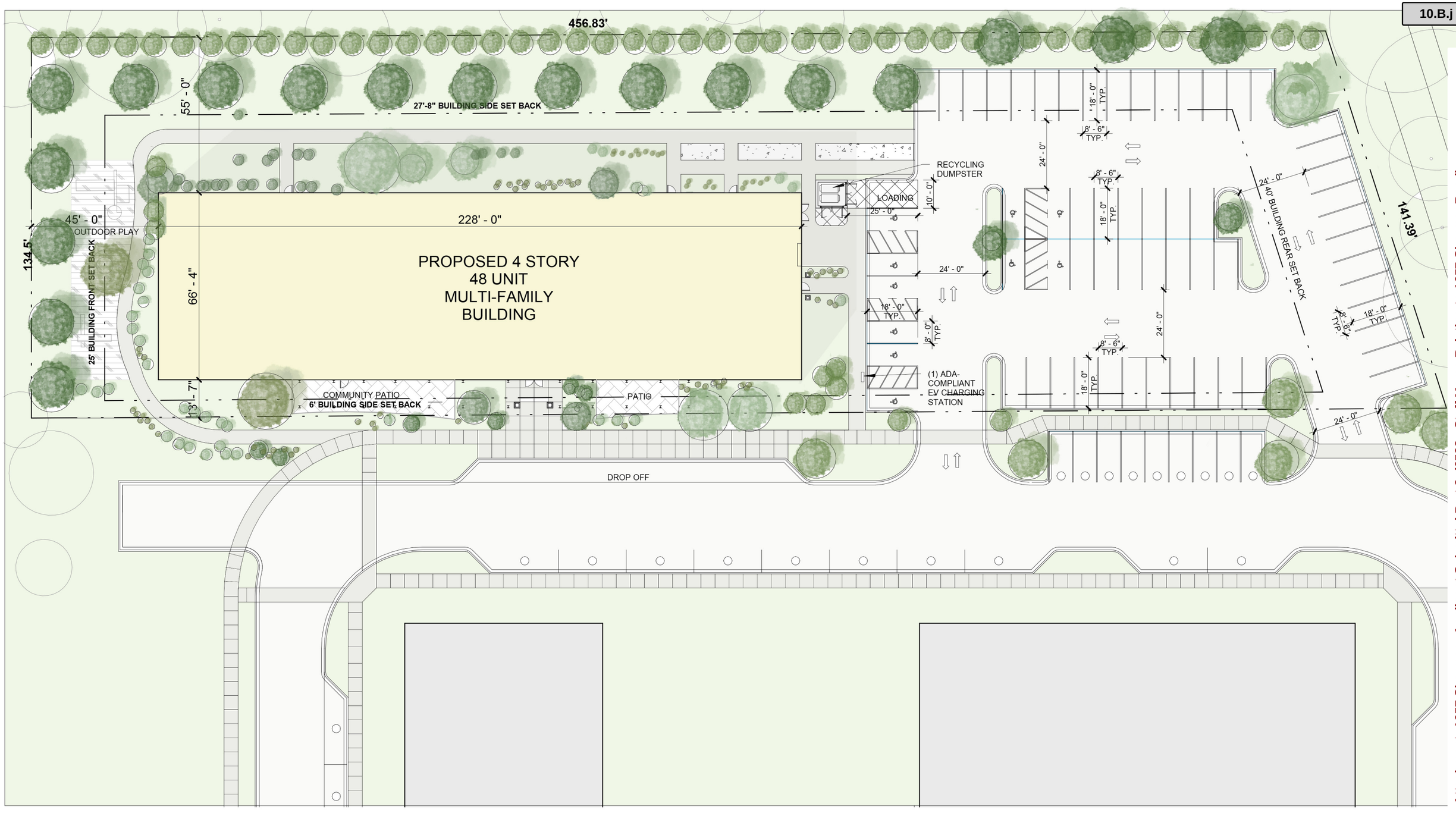
SUB-AREA B

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY



1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT

SUB-AREA B: SITE PLAN

NORTHBROOK, ILLINOIS • JANUARY

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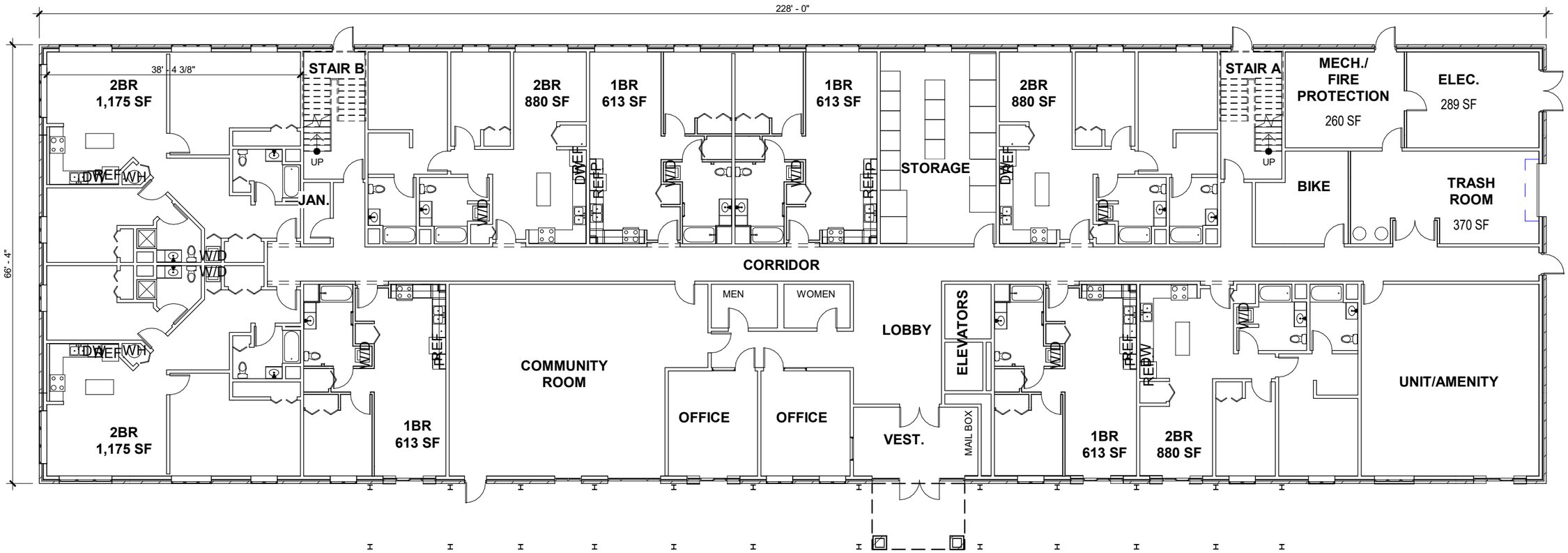

00 08 16 32

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA B: 1ST FLOOR PLAN

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY

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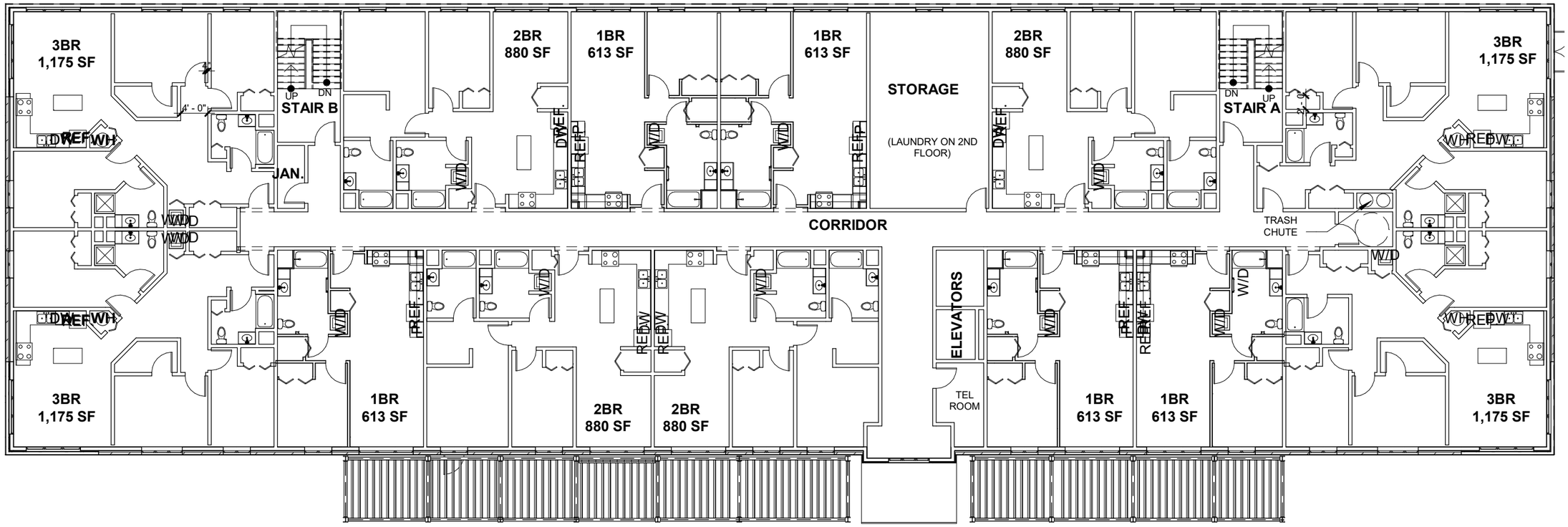

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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA B: TYPICAL FLOOR PLAN (2ND-4TH)

Attachment: 1657 Shermer - Applicant Submittal Part 3 (6522 : Staff Memo Relating to 1657 Shermer Road)



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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT

SUB-AREA B: RENDERING PERSPECTIVE

NORTHBROOK, ILLINOIS • JANUARY



Attachment: 1657 Shermer - Applicant Submittal Part 3 (6522 : Staff Memo Relating to 1657 Shermer Road)

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA B: RENDERING PERSPECTIVE

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY



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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA B: RENDERING PERSPECTIVE



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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA B: RENDERING PERSPECTIVE

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY



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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA B: RENDERING PERSPECTIVE

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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA B: RENDERING PERSPECTIVE

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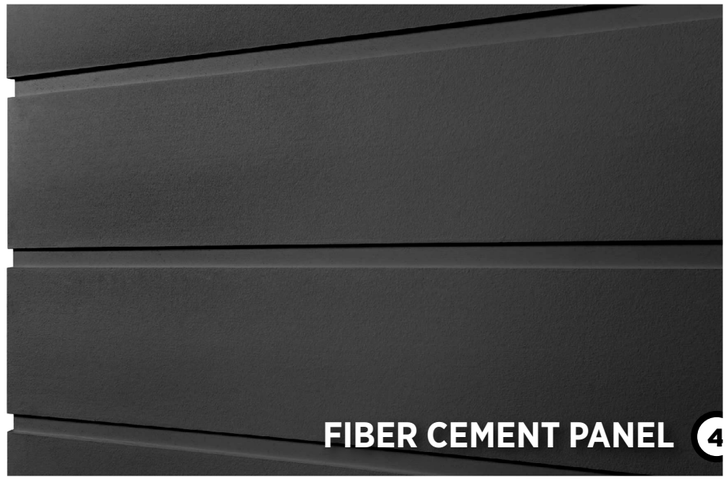
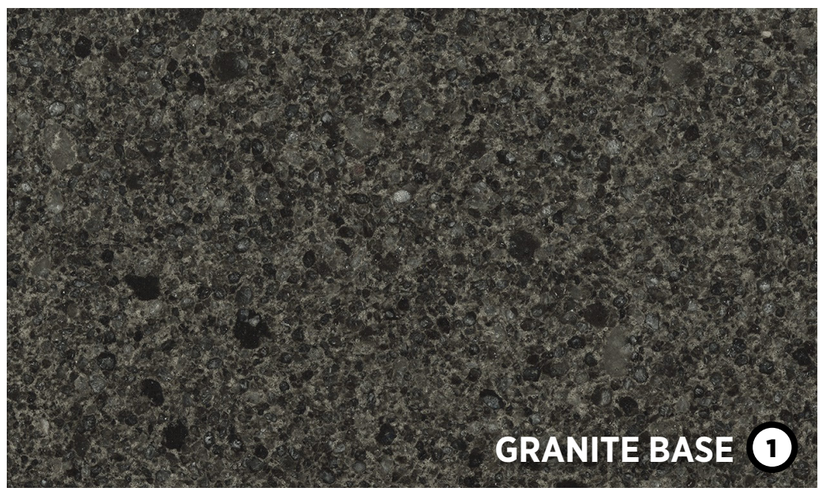
INSULATED WINDOWS & TERRACE DOORS 5



ORNAMENTAL LIGHT FIXTURES 6



FIBER CEMENT PANEL 4



GRANITE BASE 1



BRICK 1 2



BRICK 2 3

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA B: EXTERIOR MATERIALS

Attachment: 1657 Shermer - Applicant Submittal Part 3 (6522 : Staff Memo Relating to 1657 Shermer Road)



1 SOUTH ELEVATION
1/16" = 1'-0"



2 NORTH ELEVATION
1/16" = 1'-0"

00 08 16 32

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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA B: BUILDING ELEVATIONS



1 WEST ELEVATION
1/16" = 1'-0"



2 EAST ELEVATION
1/16" = 1'-0"

00 08 16 32

Attachment: 1657 Shermer - Applicant Submittal Part 3 (6522 : Staff Memo Relating to 1657 Shermer Road)

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA B: BUILDING ELEVATIONS

APPENDIX

Attachment: 1657 Shermer - Applicant Submittal Part 4 (6522 : Staff Memo Relating to 1657 Shermer Road)

EXISTING



Attachment: 1657 Shermer - Applicant Submittal Part 4 (6522 : Staff Memo Relating to 1657 Shermer Road)

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: CONCEPTUAL RENDERING



Attachment: 1657 Shermer - Applicant Submittal Part 4 (6522 : Staff Memo Relating to 1657 Shermer Road)

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: CONCEPTUAL RENDERING

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY

EXISTING



Attachment: 1657 Shermer - Applicant Submittal Part 4 (6522 : Staff Memo Relating to 1657 Shermer Road)

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: CONCEPTUAL RENDERING

PROPOSED



00 8 16 32

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: CONCEPTUAL RENDERING

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY

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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: CONCEPTUAL RENDERING



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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: CONCEPTUAL RENDERING

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EXISTING



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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: CONCEPTUAL RENDERING



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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT

SUB-AREA A: CONCEPTUAL RENDERING

NORTHBROOK, ILLINOIS • JANUARY

Density

10 Residential Units have been removed from the fifth floor, along the V facade. 60% of the Shermer Road frontage will now be perceived as a 4-story building.

Height

64’-0” Building Height (lower than approved height of Shermer Place), reduced from initial proposal of 70’-0”.

Architecture

Additional articulation has been incorporated in to the Shermer Road facad The updated proposal varies both in plan and also in the number of stories presented to the public right-of-way.

Parking

Additional Retail Parking Spaces and additional Flexible Parking Spaces

Buffering

Front Yard along Shermer Road increased from 2’-0” to 10’-0”, no longer requiring a variance. Interior Yard along the North property line has doubled from 7’-0” to 14’-0”, and the 4-story multifamily building setback has increased from 45’-0” to 55’-0”. Abundant landscaping has been incorporated in these locations to provide significant buffer towards adjacer properties.

Stormwater & Snow

V3 language here. Existing warehouse building and associated parking does not conform to current stormwater regulations. New proposal includes below-grade stormwater detention vaults. Shermer Road power lines placed underground as well.

Students

Quarterra and HODC language here.

Property Values

Quarterra and HODC language here.

Affordable Housing

Quarterra and HODC language here.

00 8 16 32

Attachment: 1657 Shermer - Applicant Submittal Part 4 (6522 : Staff Memo Relating to 1657 Shermer Road)





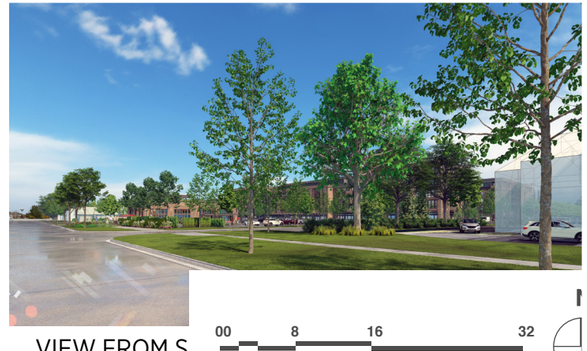
VIEW FROM SHERMER ROAD LOOKING SOUTHEAST



VIEW FROM SHERMER ROAD LOOKING EAST



VIEW FROM SHERMER ROAD LOOKING EAST



VIEW FROM S

00 8 16 32

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

ROOFTOP MECHANICAL: SITE LINE STUDY

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY

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- Green Globes and Enterprise Green Community certifications to be targeted.
- Close adjacency to Northbrook Metra station reduces dependent use of the automobile. A virtual screen will be located in residential lobby that provides train / bus times.
- Electric vehicle charging stations provided
- Promotion of bicycle use by residents with the multi-use path integrated in to the Shermer Road right-of-way.
- White “Cool Roof”, green roof and permeable surfacing utilized to decrease urban heat island effect.
- High-efficiency heating, ventilation and air conditioning systems
- Energy Star kitchen appliances
- Water saving plumbing fixtures
- 100% LED lighting fixtures

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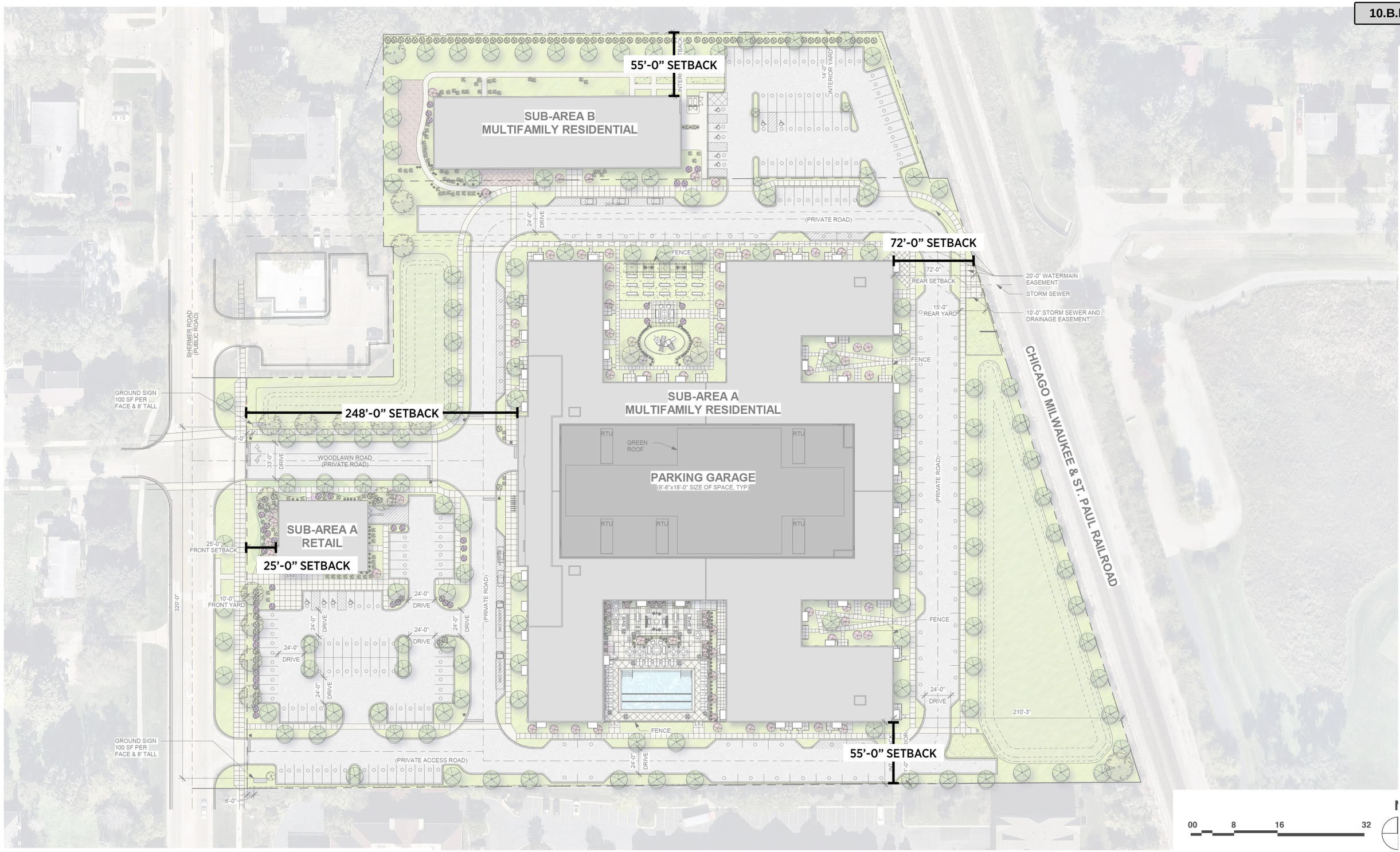


1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT

SUB-AREA A: SITE PLAN

NORTHBROOK, ILLINOIS • JANUARY

Attachment: 1657 Shermer - Applicant Submittal Part 4 (6522 : Staff Memo Relating to 1657 Shermer Road)

PRELIMINARY ENGINEERING PLANS

FOR

1657 SHERMER

NORTHBROOK, ILLINOIS

PROJECT TEAM

OWNER/DEVELOPER

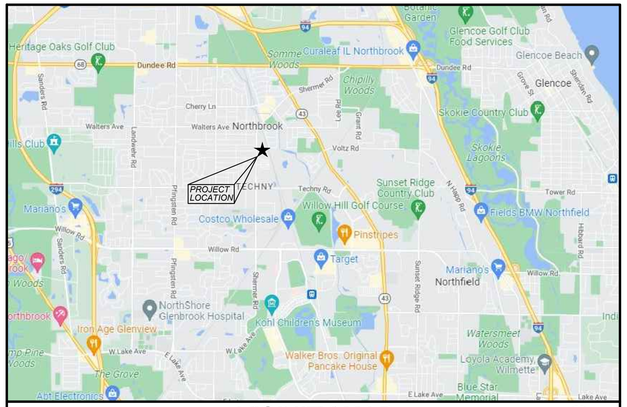
Lennar Multifamily Communities, L.L.C.
1300 E. Woodfield Road, Suite 304
Schaumburg, Illinois 60173
312 342 7704
Contact: Jeff Woll

ENGINEER

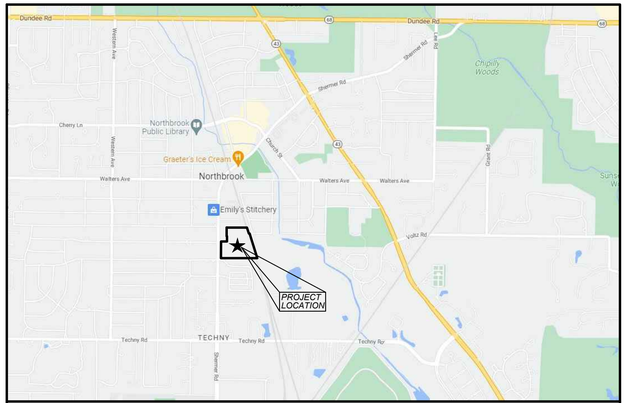
V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Ryan Wagner, P.E. LEED AP
rwagner@v3co.com
Project Engineer: Matt Vogel
mvogel@v3co.com

ARCHITECT

Antunovich Associates
224 West Huron Street Suite 7E
Chicago, IL 60654
312 266 1126
Contact: Sarah Nelson



VICINITY MAP
NO SCALE



LOCATION MAP
NO SCALE

INDEX

CIVIL ENGINEERING PLANS

C0.0	TITLE SHEET
C1.0	GENERAL NOTES , LEGEND, AND ABBREVIATIONS
C1.1	SPECIFICATIONS
C2.0	DEMOLITION PLAN
C3.0	PRELIMINARY SITE LAYOUT AND PAVING PLAN
C4.0	PRELIMINARY GRADING PLAN
C5.0	PRELIMINARY UTILITY PLAN
C6.0	CONSTRUCTION DETAILS
C6.1	CONSTRUCTION DETAILS
C6.2	CONSTRUCTION DETAILS
C6.3	CONSTRUCTION DETAILS

SUPPORTING DOCUMENTS

1 of 2	ALTA/NSPS LAND AND TOPOGRAPHIC SURVEY
1/1	TREE SURVEY

BENCHMARKS

SOURCE: BENCHMARKS ESTABLISH VIA TRIMBLE VRS NETWORK.
DATUM IS NAVD88.

SITE:

STATION DESIGNATION: SBM#1
ESTABLISHED BY: V3
DATE: 05-19-22

ELEVATION: 644.40 (MEASURED)
DATUM: NAVD88
DESCRIPTION: SOUTHEAST ARROW ON FIRE HYDRANT ON THE EAST SIDE OF SHERMAN ROAD, NEAR THE NORTHWEST CORNER OF SURVEYED PROPERTY.

STATION DESIGNATION: SBM #2
ESTABLISHED BY: V3
DATE: 05-19-22

ELEVATION: 647.11 (MEASURED)
DATUM: NAVD88
DESCRIPTION: SQUARE CUT AT THE NORTHEAST CORNER OF CONCRETE WALL NEAR THE SOUTHEAST CORNER OF SURVEYED PROPERTY.

THE ELEVATIONS ABOVE WERE KNOWN TO BE ACCURATE AT THE TIME THEY WERE ESTABLISHED. V3 DOES NOT CERTIFY TO THE ACCURACY THEREAFTER, NOR ASSUMES RESPONSIBILITY FOR THE MIS-USE OR MIS-INTERPRETATION OF THE INFORMATION SHOWN HEREON.

IT IS ADVISED THAT ALL OF THE ABOVE ELEVATIONS BE CHECKED BETWEEN EACH OTHER AND VERIFY A MINIMUM OF 3 SURROUNDING UTILITY RIM ELEVATIONS AND ANY ADJACENT BUILDING FINISHED FLOOR OR TOP OF FOUNDATION ELEVATIONS SHOWN HEREON PRIOR TO USE OR COMMENCEMENT OF ANY CONSTRUCTION OR OTHER WORK.

PERSONS USING THIS INFORMATION ARE TO CONTACT V3 IMMEDIATELY WITH ANY DISCREPANCIES FOUND PRIOR TO THE START OF ANY WORK.

Call Before You Dig
JULIE
800.892.0123
Call 48 hours before you dig
Joint Utility Locating Information for Excavators

PROFESSIONAL ENGINEER'S CERTIFICATION

I, RYAN WAGNER, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THE CIVIL ENGINEERING PLANS WERE PREPARED ON BEHALF OF LENNAR MULTIFAMILY COMMUNITIES, LLC BY V3 COMPANIES, LTD. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS _____DAY OF_____, A.D., 2022.

ILLINOIS LICENSED PROFESSIONAL ENGINEER 062-062713
MY LICENSE EXPIRES ON NOVEMBER 30, 2023

ILLINOIS LICENSED DESIGN FIRM NO. 184-000902

REVISIONS

NO.	DATE	DESCRIPTION
1	08-09-22	ISSUE FOR SCHEMATIC DESIGN
2	10-05-22	ISSUE FOR 50% DD
3	10-10-22	PLANNED DEVELOPMENT RESUBMISSION
4	12-22-22	ISSUE FOR 100% DD

ORIGINAL ISSUE DATE: JULY 29, 2022

PROJECT NO.: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

TITLE SHEET

1657 SHERMER
NORTHBROOK, ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
C0.0

Attachment: 1657 Shermer - Applicant Submittal Part 5 (6522 : Staff Memo Relating to 1657 Shermer Road)

GENERAL NOTES

1. EXISTING SITE TOPOGRAPHY, UTILITIES, RIGHT-OF-WAY AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:

   V3 COMPANIES, LTD.
   7325 JANES AVENUE
   WOODRIDGE, IL 60517

   COPIES OF THE SURVEY ARE AVAILABLE FROM THE SURVEYOR. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE CURRENT CONDITIONS.

2. ALL EXISTING TOPOGRAPHY, UNDERGROUND UTILITIES, STRUCTURES AND ASSOCIATED FACILITIES SHOWN ON THESE DRAWINGS HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. THEREFORE, THEIR LOCATIONS AND ELEVATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHER FACILITIES, THE EXISTENCE OF WHICH ARE NOT PRESENTLY KNOWN.

3. CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL AND STARTING WORK.

4. ALL APPLICABLE PROVISIONS OF THE CURRENT OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.

5. THE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL OBTAIN ALL NECESSARY PUBLIC AGENCY PERMITS PRIOR TO STARTING WORK. THE CONTRACTOR, BY USING THESE PLANS FOR THEIR WORK, AGREE TO HOLD HARMLESS V3 COMPANIES LTD., THE MUNICIPALITY, THEIR EMPLOYEES AND AGENTS AND THE OWNER WHILE ACTING WITHIN THE SCOPE OF THEIR DUTIES FROM AND AGAINST ANY AND ALL LIABILITY, CLAIMS, DAMAGES, AND THE COST OF DEFENSE ARISING OUT OF CONTRACTOR(S) PERFORMANCE OF THE WORK DESCRIBED HEREIN, BUT NOT INCLUDING THE SOLE NEGLIGENCE OF THE OWNER, HIS AGENTS, THE ENGINEER, HIS EMPLOYEES AND AGENTS.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR CONSTRUCTION ALONG OR ACROSS EXISTING STREETS OR HIGHWAYS. CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS BEFORE CONSTRUCTION BEGINS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE OWNER OF THE ROADWAY.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION. BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS. ALL TRAFFIC CONTROL WORK SHALL BE DONE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

8. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREON SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:

   a. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS PREPARED BY IDOT, LATEST EDITION.

   b. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS," LATEST EDITION.

   c. ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE IEPA. LATEST EDITION.

   d. THE LATEST EDITIONS OF THE MUNICIPAL CODE AND STANDARDS OF THE VILLAGE OF NORTHBROOK.

   e. THE NATIONAL ELECTRIC CODE.

   f. THE ILLINOIS ACCESSIBILITY CODE.

   g. CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) REQUIREMENTS AS PUBLISHED BY THE IEPA. TESTING OF SOILS BEING EXPORTED FROM THE SITE AND APPROPRIATE DISPOSAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

   IN THE EVENT OF CONFLICTING SPECIFICATIONS WITH REGARD TO SITE WORK ISSUES DESIGNED BY THE ENGINEER, THE MORE STRINGENT REQUIREMENT SHALL GOVERN.

9. THE CONTRACTOR SHALL NOTIFY THE AUTHORITY HAVING JURISDICTION AT LEAST 48 HOURS PRIOR TO COMMENCING ANY WORK AND FOR ANY NEW CONSTRUCTION REQUIRING INSPECTION.

10. ALL TREES TO BE SAVED SHALL BE IDENTIFIED PRIOR TO CONSTRUCTION AND SHALL BE PROTECTED PER IDOT STANDARDS. THE RIGHT-OF-WAY LINE AND LIMITS OF THE CONTRACTOR'S OPERATIONS SHALL BE CLEARLY DEFINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL TREES IDENTIFIED TO REMAIN SHALL BE PROTECTED FROM DAMAGE INCLUDING TRUNKS, BRANCHES AND ROOTS. NO EXCAVATING, FILLING OR GRADING IS TO BE DONE INSIDE THE DRIP LINE OF TREES UNLESS OTHERWISE INDICATED.

11. CONSTRUCTION ACCESS POINTS TO THE SITE SHALL BE PROTECTED IN SUCH A WAY AS TO PREVENT ACCUMULATION OF MUD OR SOIL ON PUBLIC THOROUGHFARES. AT THE END OF EACH DAY AND AS OFTEN AS OTHERWISE NECESSARY THE CONTRACTOR SHALL CLEAN UP ALL MUD OR SOIL WHICH HAS BEEN TRACKED ONTO PUBLIC STREETS AS REQUIRED BY THE AUTHORITIES HAVING JURISDICTION AND AS DETAILED IN THE STORM WATER POLLUTION PREVENTION PLAN.

12. THE CONTRACTOR SHALL PROVIDE FOR THE SAFE AND ORDERLY PASSAGE OF TRAFFIC AND PEDESTRIANS WHERE HIS/HER OPERATIONS ABUT PUBLIC THOROUGHFARES AND ADJACENT PROPERTY IN ACCORDANCE WITH THE VILLAGE OF NORTHBROOK MUNICIPAL CODE AND IDOT REQUIREMENTS.

13. NO HOLES ARE TO BE LEFT OPEN IN THE PAVEMENT OR PARKWAY OVER A HOLIDAY, WEEKEND OR AFTER 3:00 P.M. ON THE DAY PRECEDING A HOLIDAY OR A WEEKEND.

14. ALL EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL.

15. REMOVED PAVEMENT, SIDEWALK, CURB AND GUTTER, ETC. SHALL BE LEGALLY DISPOSED OF BY THE CONTRACTOR AS PART OF THE BASE CONTRACT.

16. NO BURNING OR INCINERATION OF RUBBISH WILL BE PERMITTED ON SITE.

17. FOR REGULATED UTILITY LOCATIONS, THE CONTRACTOR SHALL CONTACT THE JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS, "J.U.L.I.E." AT 1-800-892-0123. LOCAL GOVERNMENT AGENCIES SHOULD BE CONTACTED BY THE CONTRACTOR FOR LOCATION OF ALL NONREGULATED UTILITY LOCATIONS. CALL FOR LOCATES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION.

18. BEFORE EXCAVATING OVER OR ADJACENT TO ANY EXISTING UTILITIES, CONTRACTOR SHALL NOTIFY THE OWNER OF SUCH UTILITIES TO ENSURE THAT PROTECTIVE WORK WILL BE COORDINATED AND PERFORMED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER OF THE UTILITY INVOLVED. IF ANY EXISTING SERVICE LINES, UTILITIES AND UTILITY STRUCTURES WHICH ARE TO REMAIN IN SERVICE ARE UNCOVERED OR ENCOUNTERED DURING THIS OPERATION, THEY SHALL BE SAFEGUARDED, PROTECTED FROM DAMAGE AND SUPPORTED IF NECESSARY.

19. THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION.

20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION AND SEDIMENTATION CONTROL AS DETAILED IN THE STORM WATER POLLUTION PREVENTION PLAN.

21. ALL CURB RADII REFER TO BACK OF CURB.

22. ANY AREAS THAT ARE DISTURBED DURING CONSTRUCTION SHALL BE RESTORED IN CONFORMANCE WITH THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION AND SHALL BE INCIDENTAL TO THE CONTRACT.

23. STREET PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE AND IF DAMAGED, SHALL BE REPLACED PROMPTLY IN CONFORMANCE WITH THE MUNICIPALITY OR IDOT STANDARD SPECIFICATIONS IN MATERIALS AND WORKMANSHIP.

24. PROPOSED ELEVATIONS INDICATE FINISHED CONDITIONS. FOR ROUGH GRADING ELEVATIONS ALLOW FOR THICKNESS OF PROPOSED PAVING (ROADS, WALKS, DRIVES, ETC.) OR TOPSOIL AS INDICATED ON DRAWINGS.

25. CAD FILES ARE AVAILABLE FOR CONSTRUCTION LAYOUT UPON REQUEST.

26. BACKFILL SHALL BE PLACED NEXT TO THE CURB AS SOON AS PERMISSIBLE AFTER CONSTRUCTION TO PREVENT SCOURING AND UNDERCUTTING BY STORM WATER RUNOFF.

27. BUTT JOINTS SHALL BE PROVIDED WHEREVER NEW PAVEMENT ABUTS EXISTING PAVEMENT. ALL BUTT JOINTS SHALL BE CONSTRUCTED BY MILLING AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BITUMINOUS SURFACE COURSE.

28. WHEN AN EXISTING DRAINAGE ROUTE, EITHER A STORM SEWER OR WATERWAY, IS INTERRUPTED DUE TO CONSTRUCTION, THE DRAINAGE ROUTE SHALL BE REESTABLISHED TO ORIGINAL CONDITIONS BY THE END OF THE SAME WORK DAY. POSITIVE DRAINAGE MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

29. PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES. AVOID RIDGES AND DEPRESSIONS.

30. FINAL ADJUSTMENT OF FIRE HYDRANTS, VALVE VAULTS AND MANHOLES TO FINISHED GRADE ARE INCIDENTAL TO THEIR COST.

31. ANY EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT ARE TO BE ADJUSTED OR RECONSTRUCTED BY THE CONTRACTOR TO THE UTILITY OWNER'S SATISFACTION. ADJUSTMENTS OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

32. ALL UTILITY CONNECTIONS TO EXISTING LINES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS AND TO THE SATISFACTION OF THE UTILITY OWNER.

33. PROVIDE TRENCH BACKFILL IN ACCORDANCE WITH THE DETAILS OF THE PLANS FOR ALL UTILITY LINES (OR AS OTHERWISE NOTED ON PLANS). BACKFILL SHALL BE PLACED AND COMPACTED PER THE MUNICIPALITY AND IDOT SPECIFICATIONS. COST OF BACKFILL IS TO BE CONSIDERED INCIDENTAL TO THE UTILITY WORK.

34. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

35. PRIOR TO DEMOBILIZATION, ALL WORK SHALL BE CLEANED AND INSPECTED TO THE SATISFACTION OF THE AUTHORITY HAVING JURISDICTION. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

36. THE GENERAL CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE CABLE TV, PHONE, ELECTRIC, GAS AND IRRIGATION SERVICES. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING SITE LAYOUTS FOR THESE UTILITIES AND SHALL COORDINATE AND PROVIDE CONDUIT CROSSINGS AS REQUIRED. THIS COORDINATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ANY CONFLICTS IN UTILITIES SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

37. BAND-SEAL CONNECTORS OR EQUIVALENT SHALL BE USED TO JOIN PIPES OF DISSIMILAR MATERIAL.

38. CONTRACTOR SHALL MAINTAIN ACCURATE RECORDS OF ALL CONSTRUCTION IN CONFORMANCE WITH ALL MUNICIPAL AND CLIENT REQUIREMENTS FOR USE IN PREPARING RECORD DRAWINGS.

39. THE SUBCONTRACTOR SHALL INSTALL A 2"x4"x6' POST ADJACENT TO THE TERMINUS OF UTILITY MAINS AND SERVICE LINES. POSTS SHALL BE MARKED IN ACCORDANCE WITH THE VILLAGE STANDARDS.

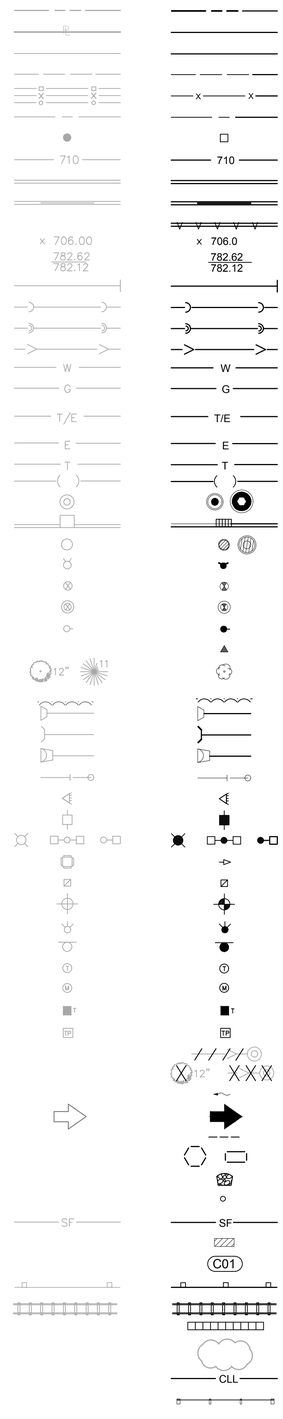
40. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING ANY EXCAVATION. ANY DEWATERING REQUIRED SHALL BE INCIDENTAL TO THE CONTRACT.

41. COPIES OF SOILS INVESTIGATION REPORTS MAY BE OBTAINED FROM THE OWNER. ANY BRACING, SHEETING OR SPECIAL CONSTRUCTION METHODS REQUIRED IN ORDER TO INSTALL THE PROPOSED IMPROVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT. ANY ADDITIONAL SOILS DATA NEEDED TO CONFIRM THE CONTRACTOR'S OPINIONS OF THE SUBSOIL CONDITIONS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL OBTAIN THE OWNER'S WRITTEN AUTHORIZATION TO ACCESS THE SITE TO CONDUCT A SUPPLEMENTAL SOILS INVESTIGATION.

42. ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER OR EXTENDED TO OUTLET INTO A PROPOSED DRAINAGE WAY AS DETERMINED BY THE ENGINEER. IF THIS CANNOT BE ACCOMPLISHED, THEN IT SHALL BE REPAIRED WITH NEW PIPE OF SIMILAR SIZE AND MATERIAL TO THE ORIGINAL LINE AND PUT IN ACCEPTABLE OPERATIONAL CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE FOR ON-SITE DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE SUBCONTRACTOR AND SUBMITTED TO THE ENGINEER UPON COMPLETION OF THE PROJECT. ALL FIELD TILE REPAIRS SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

43. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS/HER WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

LEGEND



ABBREVIATIONS

DESCRIPTION	
RIGHT-OF-WAY LINE	
PROPERTY LINE (EXTERIOR)	
LOT LINE (INTERIOR)	
EASEMENT LINE	
FENCE LINE	
CENTERLINE	
PROPERTY CORNER	
CONTOUR	
CURB & GUTTER	
DEPRESSED CURB & GUTTER	
REVERSE PITCHED CURB	
SPOT ELEVATION	
TOP OF CURB ELEVATION	
EDGE OF PAVEMENT ELEVATION	
UTILITY STUB	
SANITARY SEWER	
SANITARY FORCE MAIN	
STORM SEWER	
WATER MAIN	
GAS MAIN	
UNDERGROUND TELEPHONE & ELECTRIC DUCT BANK	
BURIED CABLE-ELECTRIC	
BURIED CABLE-TELEPHONE	
ATLAS LOCATED UTILITY	
UTILITY STRUCTURE WITH CLOSED LID	
CURB INLET	
DRAINAGE STRUCTURE WITH OPEN LID	
FIRE HYDRANT	
VALVE IN VALVE BOX	
GATE VALVE IN VALVE VAULT	
POST INDICATOR VALVE	
THRUST BLOCK	
TREE	
TREE LINE	
CONCRETE HEADWALL	
SUBMERGED HEADWALL	
FLARED END SECTION (F.E.S.)	
GUY WIRES	
FLOOD LIGHT	
UTILITY POLE	
LIGHT STANDARD	
TRAFFIC SIGNAL POLE	
HAND HOLE	
SOIL BORING	
IRRIGATION HEADS	
SIGN	
TELEPHONE MANHOLE	
MONITORING WELL	
TELEPHONE PEDESTAL	
TRANSFORMER PAD	
UTILITY TO BE ABANDONED	
FEATURE TO BE REMOVED	
STORMWATER FLOW DIRECTION	
STORMWATER OVERFLOW ROUTE	
DITCH CHECK	
INLET FILTER BASKET	
RIP RAP	
BOLLARD	
SILT FENCE	
WATER MAIN PROTECTION	
UTILITY CROSSING LABEL	
GUARDRAIL	
RAILROAD TRACKS	
RETAINING WALL	
REVISION DELINEATION	
CONSTRUCTION LIMIT LINE	
TREE PROTECTION FENCE	

A	ARC LENGTH
B-B	BACK TO BACK OF CURB
B/C	BACK OF CURB
BLDG	BUILDING
BM	BENCHMARK
B/P	BOTTOM OF PIPE
BV/VV	BUTTERFLY VALVE IN VALVE VAULT
C & G	CURB AND GUTTER
CB	CATCH BASIN
℄	CENTERLINE
CL	CLOSED LID
CO	CLEAN OUT
DIP	DUCTILE IRON PIPE
DIA	DIAMETER
DIWM	DUCTILE IRON WATER MAIN
DWG	DRAWING
E	EAST OR ELECTRIC OR EDGE
EJ	EXPANSION JOINT
ELEV	ELEVATION
E/P	EDGE OF PAVEMENT
EX.	EXISTING
F & CL	FRAME & CLOSED LID
F & G	FRAME & GRATE
F & OL	FRAME & OPEN LID
FES	FLARED END SECTION
F-F	FACE TO FACE OF CURB
FF	FINISHED FLOOR
F/G	FINISHED GRADE
FH	FIRE HYDRANT
F/L	FLOW LINE
G	GAS LINE
GV/VB	GATE VALVE IN VALVE BOX
GV/VV	GATE VALVE IN VALVE VAULT
HDCP	HANDICAP
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HDW	HEADWALL
HOR	HORIZONTAL
HP	HIGH POINT
HWL	HIGH WATER LEVEL
IE	INVERT ELEVATION
IN	INLET
LF	LINEAL FEET
LP	LOW POINT OR LIGHT POLE
L	LEFT
ME	MATCH EXISTING
MH	MANHOLE
MW	MONITORING WELL
N	NORTH
NIC	NOT IN CONTRACT / NOT INCLUDED
NWL	NORMAL WATER LEVEL
OC	ON CENTER
OL	OPEN LID
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE OR POINT OF COMPOUND CURVE
PGL	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PP	POWER POLE
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PUE	PUBLIC UTILITY EASEMENT
PVC	POINT OF VERTICAL CURVATURE OR POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS OR RIGHT
RCP	REINFORCED CONCRETE PIPE
ROW	RIGHT OF WAY
S	SLOPE OR SOUTH
SAN	SANITARY
SF	SILTATION FENCE
SFM	SANITARY FORCE MAIN
SHT	SHEET
SHW	SUBMERGED HEADWALL
SMH	SANITARY MANHOLE
STA	STATION
ST	STORM STRUCTURE OR STORM SEWER
STMH	STORM MANHOLE
T	TANGENT LENGTH OR TELEPHONE
T/C	TOP OF CURB
T/P	TOP OF PIPE
T/W	TOP OF WALL
TY	TYPE
TYP	TYPICAL
UP	UTILITY POLE
VC	VERTICAL CURVE
VERT	VERTICAL
VCP	VITRIFIED CLAY PIPE
W	WEST
WM	WATER MAIN

REVISIONS

NO.	DATE	DESCRIPTION
1	08-09-22	ISSUE FOR SCHEMATIC DESIGN
2	10-05-22	ISSUE FOR 50% DD
3	10-10-22	PLANNED DEVELOPMENT RESUBMISSION
4	12-22-22	ISSUE FOR 100% DD

ORIGINAL ISSUE DATE: JULY 29, 2022

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

GENERAL NOTES, LEGEND AND ABBREVIATIONS
1657 SHERMER
NORTHBROOK --- ILLINOIS

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Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
C1.0

Attachment: 1657 Shermer - Applicant Submittal Part 5 (6522 : Staff Memo Relating to 1657 Shermer Road)

EARTHWORK

1. THE GRADING OPERATIONS ARE TO BE INSPECTED BY A THIRD PARTY SOILS ENGINEER. THE CONTRACTOR'S REPRESENTATIVE MUST BE NOTIFIED PRIOR TO ANY UNSUITABLE SOIL REMOVAL AND MUST APPROVE, IN WRITING, ANY REMEDIATION. BOTH THE CONTRACTOR AND SOILS ENGINEER MUST BE PRESENT DURING REMEDIATION.

2. THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISH GRADE. A MINIMUM OF 6 INCHES OF TOPSOIL IS TO BE PLACED BEFORE FINISH GRADE ELEVATIONS ARE ACHIEVED, UNLESS OTHERWISE NOTED. AREAS IN DETENTION FACILITIES NOTED TO BE ESTABLISHED WITH NATIVE VEGETATION SHALL REQUIRE A MINIMUM OF 12 INCHES OF TOPSOIL. REFER TO PLANTING PLANS TO VERIFY TOPSOIL THICKNESS REQUIREMENTS.

3. THE SURFACE VEGETATION, TOPSOIL, TRANSITIONAL MATERIAL, AND ANY OBVIOUSLY SOFT UNDERLYING SOIL SHALL BE STRIPPED FROM ALL AREAS TO RECEIVE STRUCTURAL FILL. IF THE UNDERLYING SUBGRADE IS FOUND TO BE UNSUITABLE FOR PROPER COMPACTION, CONTRACTOR TO CONSULT WITH SOILS ENGINEER PRIOR TO REMEDIATION.

4. EMBANKMENT MATERIAL WITHIN ROADWAY, DRIVEWAY, BUILDING AND OTHER STRUCTURAL CLAY FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM SPECIFICATION D1557 (MODIFIED PROCTOR METHOD), OR TO SUCH OTHER DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE SOILS ENGINEER, THE AUTHORITY HAVING JURISDICTION, AND THE CONTRACTOR.

5. ALL PAVEMENT SUBGRADE SHALL MEET THE REQUIREMENTS DETERMINED BY THE SOILS ENGINEER AND DOCUMENTED IN THE GEOTECHNICAL REPORT. IF AREAS OF PAVEMENT SUBGRADE ARE ENCOUNTERED WHICH DO NOT MEET THESE REQUIREMENTS, SUBGRADE REPLACEMENT OR PAVEMENT DESIGN REVISIONS SHALL BE PROVIDED WHICH ARE ADEQUATE TO OBTAIN EQUIVALENT PAVEMENT STRENGTH AS DETERMINED BY THE ENGINEER, SOILS ENGINEER, AND THE AUTHORITY HAVING JURISDICTION.

6. COMPLETED GRADING (FINISHED FINE GRADE) FOR PROPOSED PAVEMENT SUBGRADE AREAS, BUILDING PADS, AND OPEN SPACE AREAS SHALL BE WITHIN A 0.1' TOLERANCE OF DESIGN SUBGRADE.

7. THE SUBGRADE FOR PROPOSED STREET AND PAVEMENT AREAS SHALL BE PROOF-ROLLED BY THE SUBCONTRACTOR IN THE PRESENCE OF THE JURISDICTIONAL INSPECTOR, CONTRACTOR, AND SOILS ENGINEER.

8. BORROW PIT LOCATION(S) SHALL BE APPROVED BY THE OWNER, ENGINEER, AND GEOTECHNICAL ENGINEER.

SANITARY SEWER

1. SANITARY SEWERS SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIALS AS SPECIFIED ON THE PLANS:

   A. POLYVINYL CHLORIDE PLASTIC SEWER PIPE (PVC) CONFORMING TO ASTM D2241 WITH AN SDR OF 26 WITH ELASTOMETRIC GASKET JOINTS CONFORMING TO ASTM D3139.

   B. DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A21.51 (AWWA C151) WITH JOINTS CONFORMING TO ANSI 21-11 (AWWA C-111).

2. MANHOLES SHALL BE PRECAST CONCRETE STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL SHEETS). LIDS SHALL BE IMPRINTED "SEWER".

3. ALL SANITARY SEWER SHALL BE TESTED FOR LEAKAGE AND DEFLECTION IN ACCORDANCE WITH SECTION 31-1.12 AND 31-1.13 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS.

4. ALL SANITARY MANHOLES SHALL BE TESTED FOR WATER TIGHTNESS IN ACCORDANCE WITH ASTM C969 OR ATSM C1244.

5. CONTRACTOR SHALL VERIFY THAT THE TESTING METHODS DESIGNATED HEREIN ARE ACCEPTABLE TO LOCAL AUTHORITIES HAVING JURISDICTION OVER THIS PROJECT. IF THE LOCAL JURISDICTION HAS MORE STRINGENT TESTING REQUIREMENTS THE CONTRACTOR SHALL ADHERE TO THE MORE STRINGENT REQUIREMENTS. THE COST SHALL BE INCIDENTAL TO THE CONTRACT.

WATERMAIN DISTRIBUTION SYSTEM

1. WATER MAIN SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIAL AS SPECIFIED ON THE PLANS:

   A. DUCTILE IRON PIPE, CLASS 52 CONFORMING TO ANSI A21.51, AWWA C-151 WITH CEMENT LINING CONFORMING TO ANSI A21.4, AWWA C-104 AND PUSH-ON JOINTS CONFORMING TO ANSI A21.11, AWWA C-111. FITTINGS SHALL COMPLY WITH ANSI A21.10, AWWA C110. ALL DUCTILE IRON PIPE SHALL BE WRAPPED IN POLYETHYLENE IN ACCORDANCE WITH AWWA C105.

   B. POLYVINYL CHLORIDE PIPE, PVC CONFORMING TO ASTM C-900, WITH ELASTOMETRIC GASKET JOINTS CONFORMING TO ASTM D3139.

   C. WATER SERVICE LINES SHALL BE CONSTRUCTED OF CLASS K COPPER.

2. MINIMUM COVER OVER WATER MAIN SHALL BE 5' - 6" FROM FINISHED GRADE TO TOP OF PIPE.

3. VALVE VAULTS SHALL BE USED AT ALL VALVE LOCATIONS WHERE WATER MAIN IS 8" DIAMETER OR LARGER. VAULTS SHALL BE PRECAST CONCRETE STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL SHEETS). LIDS SHALL BE IMPRINTED "WATER".

4. THRUST BLOCKING OR RESTRAINED JOINTS SHALL BE INSTALLED ON WATER MAINS AT ALL BENDS, TEES, ELBOWS, ETC. AS REQUIRED BY THE AUTHORITY HAVING JURISDICTION. COST OF SAME SHALL BE INCIDENTAL TO THE UNIT PRICE FOR PIPE INSTALLED.

5. WATER MAIN FITTINGS (BENDS, ELBOWS, TEES, INCREASES, REDUCERS, ETC.) MAY OR MAY NOT BE SPECIFICALLY REFERENCED ON THE CONSTRUCTION PLANS. THEY ARE TO BE CONSIDERED AS INCIDENTAL AND INCLUDED IN THE LINEAL FOOTAGE COST OF THE WATER MAIN.

6. ALL WATER LINES ARE TO BE PRESSURE TESTED AND CHLORINATED PER THE REQUIREMENTS OF THE MUNICIPALITY AND THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

STORM SEWER

1. STORM SEWERS SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIALS AS SPECIFIED ON THE PLANS:

   A. REINFORCED CONCRETE PIPE (RCP) IN CONFORMANCE WITH IDOT STANDARD SPECIFICATIONS DETERMINATION FOR PIPE CLASS, AND CONFORMING TO ASTM C76. ALL STORM SEWER SHALL HAVE GASKETED JOINTS CONFORMING TO ASTM C-361, UNLESS OTHERWISE NOTED.

   B. POLYVINYL CHLORIDE PLASTIC SEWER PIPE (PVC) CONFORMING TO ASTM D3034 WITH ELASTOMERIC GASKETED JOINTS CONFORMING TO ASTM D3212.

   C. HIGH DENSITY POLYETHYLENE PIPE, HDPE, CONFORMING TO ASTM D3350 WITH ELASTOMERIC JOINTS CONFORMING TO ASTM D3212.

   D. DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A21.51 (AWWA C151) WITH JOINTS CONFORMING TO ANSI 21-11 (AWWA C-111).

2. STORM SEWER STRUCTURES SHALL BE PRECAST OF THE TYPE AND DIAMETER AS SPECIFIED IN THE PLANS WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL). LIDS SHALL BE IMPRINTED "STORM".

COOK COUNTY HIGHWAY DEPARTMENT GENERAL NOTES FOR WORK WITHIN COUNTY LINE ROAD:

1. DURING CONSTRUCTION OF PROPOSED IMPROVEMENTS ALONG COUNTY LINE ROAD, TWO-WAY TRAFFIC TO BE MAINTAINED AT ALL TIMES. IF ANY CONSTRUCTION ACTIVITY REQUIRES ENCROACHMENT INTO A TRAFFIC LANE, THAT TEMPORARY LANE CLOSURE SHALL BE RESTRICTED WITHIN THE HOURS OF 9:00 AM TO 3:00 PM FOLLOWING THE APPLICABLE IDOT AND IDOT-DISTRICT 1 TRAFFIC CONTROL STANDARDS.

2. IF ANY EXISTING PAVEMENT MARKINGS AND/OR SIGNAGE ALONG COUNTY LINE ROAD ARE DAMAGED DURING THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS, THE CONTRACTOR SHALL REPLACE THE DAMAGED TRAFFIC CONTROL DEVICES TO THE SATISFACTION OF COOK COUNTY HIGHWAY DEPARTMENT PER IDOT AND IDOT-DISTRICT 1 STANDARDS FOR TRAFFIC CONTROL PAVEMENT MARKINGS AND SIGNAGE.

3. TRENCH BACKFILL MEETING THE REQUIREMENTS OF 208.02 OF THE IDOT STANDARD SPECIFICATIONS IS REQUIRED FOR ANY OPEN UTILITY TRENCHES WITHIN COUNTY RIGHT-OF-WAY.

4. ALL DISTURBED AREAS WITHIN COUNTY LINE ROAD ROW TO BE RESTORED WITH 4" TOPSOIL AND SOD. CONTRACTOR TO WATER SOD AS NEEDED UNTIL ESTABLISHED

IEPA CROSSING REQUIREMENTS

1. HORIZONTAL SEPARATION:

   A. WATERMAINS SHALL BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER OR SEWER SERVICE CONNECTION.

   B. WATERMAINS MAY BE LAID CLOSER THAN TEN FEET TO A SEWER LINE WHEN:
      I. LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET;
      II. THE WATERMAIN IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER; AND
      III. THE WATERMAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.

   I. BOTH THE WATERMAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 653.111 WHEN IT IS IMPOSSIBLE TO MEET (A) OR (B) ABOVE. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.

2. VERTICAL SEPARATION:

   A. A WATERMAIN SHALL BE LAID SO THAT ITS INVERT IS 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATERMAINS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATERMAIN LOCATED WITHIN TEN FEET HORIZONTALLY OR ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATERMAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.

   B. BOTH THE WATERMAIN AND SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING REQUIREMENTS OF SECTION 653.111 WHEN:
      I. IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN 9A) ABOVE; OR
      II. THE WATERMAIN PASSES UNDER A SEWER DRAIN.

   C. A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATERMAIN SHALL BE MAINTAINED WHERE A WATERMAIN CROSSES UNDER A SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATERMAIN.

   D. CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FROM THE WATERMAIN TO THE SEWER OR DRAIN LINE IS AT LEAST TEN FEET.

PAVING

1. BASE COURSE SHALL BE AGGREGATE BASE COURSE, CONFORMING TO IDOT STANDARD SPECIFICATIONS (SEE PLANS FOR THICKNESS).

2. SURFACE COURSE AND BINDER COURSE SHALL BE HOT-MIX ASPHALT (HMA) CONFORMING TO IDOT STANDARD SPECIFICATIONS (SEE PLANS FOR THICKNESS).

3. CURB & GUTTER AND SIDEWALK SHALL BE CLASS SI PORTLAND CEMENT CONCRETE CONFORMING TO IDOT STANDARD SPECIFICATIONS.

4. SUBGRADE SHALL BE FINISHED TO BE WITHIN 0.1 FEET OF DESIGN SUBGRADE ELEVATIONS BY THE EARTHWORK CONTRACTOR. FINE GRADING FOR PAVEMENTS AND SIDEWALKS SHALL BE THE RESPONSIBILITY OF THE PAVING CONTRACTOR.

5. AGGREGATE BASE COURSES SHALL BE PRIMED AT THE RATE OF 0.25 TO 0.50 GALLONS PER SQUARE YARD AND BRICK, CONCRETE, OR HMA BASES SHALL BE PRIMED AT THE RATE OF 0.05 TO 0.10 GALLONS PER SQUARE YARD WITH LIQUID ASPHALT CONFORMING TO THE IDOT STANDARD SPECIFICATIONS AND APPROPRIATE FOR PREVAILING WEATHER AND SITE CONDITIONS. PRIME COAT AND CLEANING THE EXISTING SURFACE SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.

6. PAVEMENT SHALL BE CONSTRUCTED ON A THOROUGHLY COMPACTED SUBGRADE MEETING THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND RECOMMENDATIONS OF THE GEOTECHNICAL CONSULTANT. PRIOR TO PLACEMENT OF THE NEW PAVEMENT, THE SUBGRADE SHALL BE PROOF ROLLED WITH A FULLY LOADED TANDEM AXLE DUMP TRUCK (MINIMUM 20 TONS). PROOF ROLLING SHALL BE WITNESSED BY THE GEOTECHNICAL CONSULTANT.

7. SIDEWALKS SHALL BE OF THE THICKNESS AND DIMENSIONS AS SHOWN IN THE CONSTRUCTION PLANS. CONTRACTION JOINTS SHALL BE SET AT 5' CENTERS AND ½ INCH PREMOLDED FIBER EXPANSION JOINTS SHALL BE SET AT 50' CENTERS AND WHERE THE SIDEWALK MEETS THE CURB, A BUILDING, OR AT THE END OF EACH POUR. ALL SIDEWALKS CONSIDERED TO BE ACCESSIBLE ROUTES AS DEFINED BY THE AMERICANS WITH DISABILITIES ACT (ADA) SHALL BE SUBJECT TO ILLINOIS ACCESSIBILITY CODE (IAC) REQUIREMENTS, UNLESS OTHERWISE NOTED.

8. TESTING OF THE SUBBASE, BASE COURSE, BINDER COURSE, SURFACE COURSE, AND CONCRETE WORK SHALL BE REQUIRED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH THE SPECIFIC REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION. A QUALIFIED TESTING FIRM SHALL BE EMPLOYED TO PERFORM THE REQUIRED TESTS.

9. ASPHALT JOINTS FOR BINDER AND SURFACE COURSES ARE TO BE STAGGERED.

REVISIONS

NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: JULY 29, 2022

NO.	DATE	DESCRIPTION
1	08-09-22	ISSUE FOR SCHEMATIC DESIGN
2	10-05-22	ISSUE FOR 50% DD
3	10-10-22	PLANNED DEVELOPMENT RESUBMISSION
4	12-22-22	ISSUE FOR 100% DD

PROJECT NO.: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

SPECIFICATIONS

1657 SHERMER

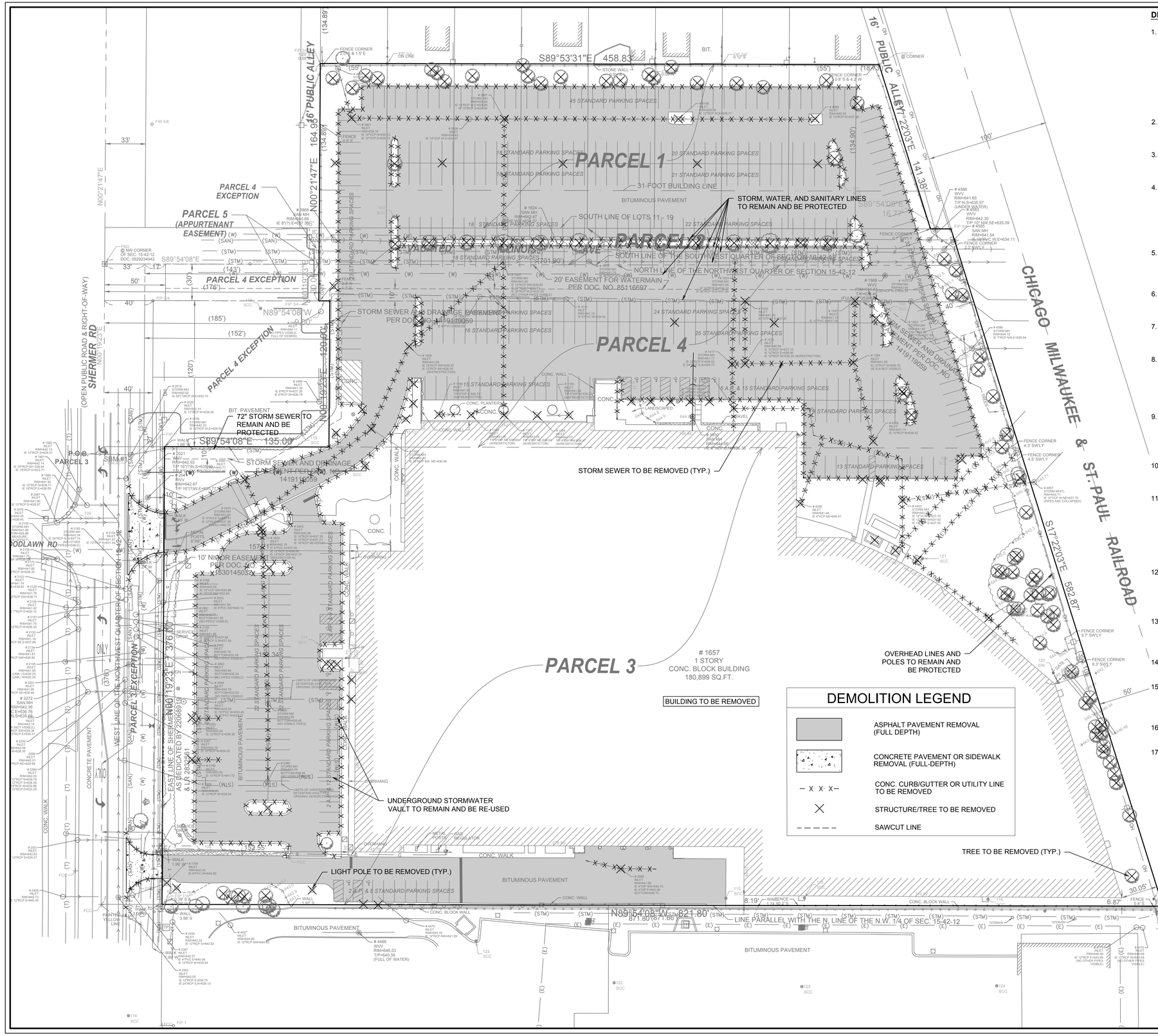
NORTHBROOK, ILLINOIS

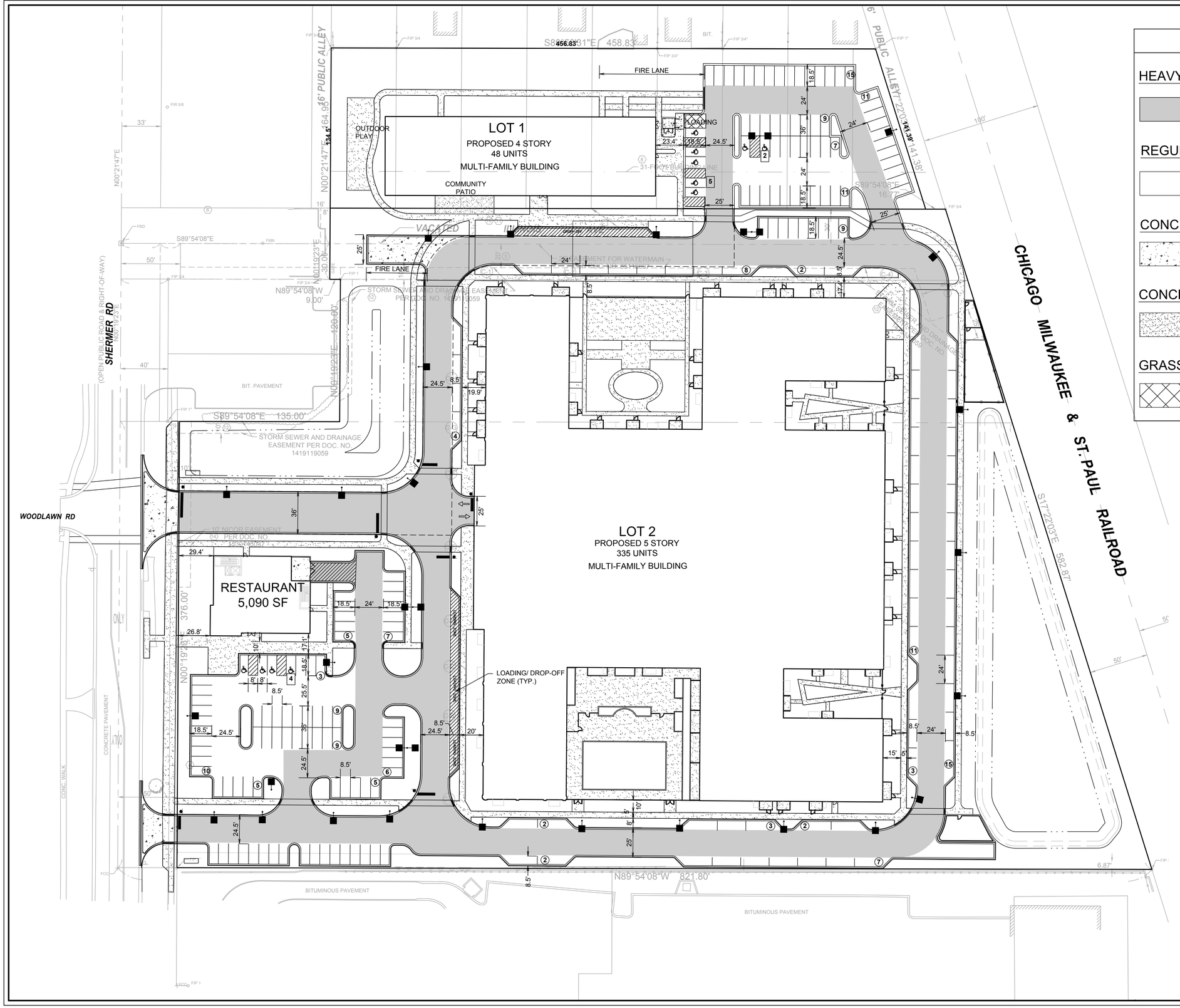
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.

C1.1

Attachment: 1657 Shermer - Applicant Submittal Part 5 (6522 : Staff Memo Relating to 1657 Shermer Road)


PARCEL 1
PARCEL 2
PARCEL 3
PARCEL 4
PARCEL 5 (APPURTENANT EASEMENT)
PARCEL 4 EXCEPTION
PARCEL 3 EXCEPTION
16' PUBLIC ALLEY
CHICAGO, MILWAUKEE & ST. PAUL RAILROAD
SHERMER RD
GODLAWN RD
S89°53'31"E 458.83'
N00°21'47"E 164.95'
S17°22'03"E 582.87'
S89°54'08"E 141.38'
N89°54'08"W 821.80'
S89°54'08"E 135.00'
N00°19'23"E 376.60'
N00°19'23"E 126.00'
S89°54'08"E 143.00'
N89°54'08"W 135.00'
STORM, WATER, AND SANITARY LINES TO REMAIN AND BE PROTECTED
STORM SEWER TO BE REMOVED (TYP.)
UNDERGROUND STORMWATER VAULT TO REMAIN AND BE RE-USED
OVERHEAD LINES AND POLES TO REMAIN AND BE PROTECTED
LIGHT POLE TO BE REMOVED (TYP.)
TREE TO BE REMOVED (TYP.)
72" STORM SEWER TO REMAIN AND BE PROTECTED
1657
1 STORY
CONC. BLOCK BUILDING
180,899 SQ.FT.
BUILDING TO BE REMOVED
SOUTH LINE OF LOTS 11 - 19
SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 15-42-12
NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 15-42-12
20' EASEMENT FOR WATERMAIN PER DOC. NO. 85116697
STORM SEWER AND DRAINAGE EASEMENT PER DOC. NO. 14191190059
10' NICOR EASEMENT PER DOC. NO. 93014503
P.O.B. PARCEL 3
SBM #1
SBM #2
BITUMINOUS PAVEMENT
CONCRETE PAVEMENT
CONC. WALK
CONC. WALL
CONC. BLOCK WALL
OVERHANG
LINE PARALLEL WITH THE N. LINE OF THE N.W. 1/4 OF SEC. 15-42-12
45 STANDARD PARKING SPACES
20 STANDARD PARKING SPACES
18 STANDARD PARKING SPACES
21 STANDARD PARKING SPACES
22 STANDARD PARKING SPACES
24 STANDARD PARKING SPACES
25 STANDARD PARKING SPACES
16 STANDARD PARKING SPACES
15 STANDARD PARKING SPACES
13 STANDARD PARKING SPACES
2 H.P. & 8 STANDARD PARKING SPACES
31-FOOT BUILDING LINE
BITUMINOUS PAVEMENT
LANDSCAPED
GRAVEL
CONC. PLANTER
METAL POSTS
GAS REGULATOR
FENCE CORNER 4.3' SWLY
FENCE CORNER 4.5' SWLY
FENCE CORNER 4.7' SWLY
FENCE CORNER 4.3' SWLY
FENCE CORNER 2.2' SWLY
FENCE CORNER 4.3' SWLY
FENCE 0.4' S
FENCE 0.6' S
FENCE 0.8' S
FENCE 3.9' S
FENCE 3.6' S
WALL 1.8' S
WALL 1.9' S
WALL 1.6' S
WALL 1.6' W
WALL 1.6' E
WALL 1.7' E
WALL 1.8' E
WALL 1.9' E
WALL 2.0' E
WALL 2.1' E
WALL 2.2' E
WALL 2.3' E
WALL 2.4' E
WALL 2.5' E
WALL 2.6' E
WALL 2.7' E
WALL 2.8' E
WALL



PAVING LEGEND

HEAVY DUTY HMA PAVEMENT

1.5" HMA SURFACE COURSE, MIX D
2.25" N50 HMA BINDER COURSE, IL9-, N50
6" BAM SUBBASE

REGULAR HMA PAVEMENT

1.5" HMA SURFACE COURSE, MIX D N50
2.25" HMA BINDER COURSE, IL90, N50
4" BAM SUBBASE

CONCRETE PAVEMENT

8" P.C. CONCRETE PAVEMENT WITH (6X6/W2.9=W2.9) W.W.F.
4" AGGREGATE BASE COURSE - CA6

CONCRETE SIDEWALK

5" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE COURSE - CA6

GRASSCRETE

5 ½" GRASSCRETE UNIT
1" SAND SETTING BED
6" AGGREGATE BASE COURSE - CA6

PARKING SUMMARY

LOT 1	
SURFACE STALLS	= 52
ACCESSIBLE STALLS	= 07
TOTAL PARKING	= 59
LOT 2	
SURFACE STALLS	= 143
ACCESSIBLE STALLS	= 04
GARAGE STALLS	= 513
TOTAL STALLS	= 660

NOTES:

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED YELLOW UNLESS OTHERWISE NOTED.
3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.

GRAPHIC SCALE
40 20 0 40
1" = 40'

REVISIONS

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ORIGINAL ISSUE DATE: JULY 29, 2022

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1	08-09-22	ISSUE FOR SCHEMATIC DESIGN
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3	10-10-22	PLANNED DEVELOPMENT RESUBMISSION
4	12-22-22	ISSUE FOR 100% DD

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

PRELIMINARY SITE LAYOUT AND PAVING PLAN

1657 SHERMER

NORTHBROOK ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
C3.0

Attachment: 1657 Shermer - Applicant Submittal Part 5 (6522 : Staff Memo Relating to 1657 Shermer Road)

EX. RIM 638.17

S89°53'31"E 458.83'

641.00± M.E.

16' PUBLIC ALLEY

S17°22'03"E 141.38'

PROPOSED UNDERGROUND DETENTION 54" CMP SYSTEM

LOT 1
PROPOSED 4 STORY
48 UNITS
MULTI-FAMILY BUILDING
FF 642.50

PARCEL 1

31-FOOT BUILDING SETBACK LINE

SOUTH LINE OF THE NORTHWEST QUARTER OF SECTION 15-42-12

NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 15-42-12

PARCEL 2

PARCEL 4

PARCEL 4 EXCEPTION

PARCEL 5
(APPURTENANT EASEMENT)

PARCEL 4 EXCEPTION

PARCEL 4 EXCEPTION

N00°21'47"E 164.95'

N00°19'23"E 120.00'

S89°54'08"E 135.00'

N00°19'23"E 376.00'

PROPERTY LINE (TYP.)

HWL: 641.00
NWL: 636.00

P.O.B. PARCEL 3

SBM #1

SHERMER RD
(OPEN PUBLIC ROAD & RIGHT-OF-WAY)

WOODLAWN RD

FF 644.00
RESTAURANT
5,090 SF

LOT 2
PROPOSED 5 STORY
335 UNITS
MULTI-FAMILY BUILDING
FF 644.50

PARCEL 3

PROPOSED UNDERGROUND DETENTION 30" CMP SYSTEM

EXISTING STORMTRAP TO BE RE-USED

HWL: 642.00
NWL: 637.00

CHICAGO MILWAUKEE & ST.PAUL RAILROAD

S17°22'03"E 582.87'

N89°54'08"W 821.80'

LINE PARALLEL WITH THE N. LINE OF THE N.W. 1/4 OF SEC. 15-42-12

BITUMINOUS PAVEMENT

SBM #2

DETENTION SUMMARY TABLE

NORTH LOT DETENTION REQUIRED: 0.80 AC-FT
NORTH LOT DETENTION PROVIDED: 0.80 AC-FT

SOUTH LOT DETENTION REQUIRED: 4.30 AC-FT
SOUTH LOT DETENTION PROVIDED: 4.36 AC-FT

NOTES:

1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
3. PROVIDE 1.50% CROSS SLOPE AND 4.00% MAXIMUM LONGITUDINAL SLOPE ON ALL SIDEWALKS AND PEDESTRIAN PATHS UNLESS OTHERWISE INDICATED. PLEASE NOTE THAT THE ILLINOIS ACCESSIBILITY CODE REQUIRES A MAXIMUM CONSTRUCTED CROSS SLOPE OF 2.00% AND LONGITUDINAL SLOPE OF 5.00%. (REVISE FOR CITY OF CHICAGO PROJECTS)

GRAPHIC SCALE
40 20 0 40
1" = 40'

REVISIONS

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PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

PRELIMINARY GRADING PLAN

1657 SHERMER

NORTHBROOK ILLINOIS

7325 Janes Avenue
Woodridge,IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
C4.0

Attachment: 1657 Shermer - Applicant Submittal Part 5 (6522 : Staff Memo Relating to 1657 Shermer Road)

EXISTING INLET AND PIPE TO TIE INTO PROPOSED STORM SEWER

ST 1-32 ST 1-33 ST 1-26 ST 1-27 ST 1-28 ST 1-38

8" WM FH 8

147'

PROPOSED UNDERGROUND DETENTION 54" CMP SYSTEM

LOT 1
PROPOSED 4 STORY
48 UNITS
MULTI-FAMILY BUILDING

65.3'

ST 1-25 ST 1-24
HWL: 638.50
NWL: 634.00
VOLUME: 0.74 AC-FT

6" SAN SERVICE
6" WM SERVICE
EX. 18" SAN
31-FOOT BUILDING LINE

ST 1-31 ST 1-30 ST 1-29 FH 7 FH 6 ST 1-23

CONNECT TO EX. MH

EX. 16" WM
EX. 18" SAN
EX. 60" STORM
EX. 36" STORM
EX. 30" WM
EX. 72" STORM

VACATED ILLINOIS AVE

6" SAN SERVICE CONNECTION TO EX SAN MH

20' EASEMENT FOR WATERMAIN

ST 1-4 ST 1-3 ST 1-2 ST 1-1

STORM SEWER AND DRAINAGE EASEMENT PER DOC. NO. 1430119059

FH 5 ST 1-6

CHICAGO MILWAUKEE & ST. PAUL RAILROAD

(OPEN PUBLIC ROAD & RIGHT-OF-WAY)
SHERMER RD

FES 1-1 ST 1-5

PROPERTY LINE (TYP.)

EX. FH

BIT. PAVEMENT

S89°54'08"E 135.00'

ST 1-20

10" STORM STUB

FES 1-4

HWL: 641.00
NWL: 636.00
VOLUME: 0.76 AC-FT

FES 1-3 FES 1-2

8" WATER SERVICE
8" SANITARY SERVICE

SMH 7

ST 1-18

SMH 3 SMH 4

WOODLAWN RD

ST 1-19

8" WM

SMH 5

29'

FH 1

ST 1-7 FES 1-5

ST 1-21 FES 1-6

8" WM

RESTAURANT
5,090 SF

ST 1-8

SMH 2 6" GREASE SERVICE
6" SAN SERVICE

SMH 6
8" SANITARY SERVICE

HWL: 640.85
NWL: 638.35
VOLUME: 0.28 AC-FT

SMH 1

ST 1-10 ST 1-9

CONSTRUCT NEW MH OVER EX. SAN SEWER LINE

ST 1-11

ST 1-14

223'

FH 4

ST 1-22 FES 1-7

HWL: 642.00
NWL: 637.00
VOLUME: 2.48 AC-FT

ST 1-12

EX. FH

PROPOSED UNDERGROUND DETENTION 301' CMP SYSTEM

8" STORM STUB

8" STORM STUB

FH 2

8" WM

377'

HWL: 640.15
NWL: 637.65
VOLUME: 0.47 AC-FT

FH 3

ST 1-17

EXISTING CONCRETE VAULT
HWL: 640.99
NWL: 638.49
VOLUME: 0.39 AC-FT

ST 1-13 ST 1-15 ST 1-16

LOT 2
PROPOSED 5 STORY
335 UNITS
MULTI-FAMILY BUILDING

HWL: 642.00
NWL: 637.00
VOLUME: 2.48 AC-FT

N89°54'08"W 821.80'

BITUMINOUS PAVEMENT

BITUMINOUS PAVEMENT

NOTES:

1. CONTRACTOR TO FIELD VERIFY LOCATION, INVERT, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO ORDERING MATERIALS OR BEGINNING UTILITY WORK. CONTRACTOR TO NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
2. UNLESS INDICATED OTHERWISE, FRAME AND OPEN LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-2502 WITH TYPE D LID OR APPROVED EQUAL, AND FRAME AND CLOSED LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-1772 OR APPROVED EQUAL. FRAME AND OPEN LID STORM STRUCTURES IN OPEN SPACE SHALL BE R-4340-B OR APPROVED EQUAL. ALL FRAME AND GRATES SHALL CONFORM TO LOCAL MUNICIPALITY REQUIREMENTS. FRAME AND CLOSED LID STORM STRUCTURES LOCATED WITHIN AN ACCESSIBLE ROUTE SHALL BE "NEENAH R-1772 WITH TYPE C LID (OR EQUIVALENT) WITH PERMA-GRIP SURFACE. DRILL 1 - 1" DIAMETER LIFT HOLE INSTEAD OF A STANDARD PICK HOLE."
3. LIGHT POLES SHOWN FOR COORDINATION OR LOCATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE PLANS BY SITE LIGHTING CONSULTANT FOR SITE LIGHTING INFORMATION.

GRAPHIC SCALE
40 20 0 40
1" = 40'

REVISIONS

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4	12-22-22	ISSUE FOR 100% DD

ORIGINAL ISSUE DATE: JULY 29, 2022

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

PRELIMINARY UTILITY PLAN

1657 SHERMER

NORTHBROOK ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
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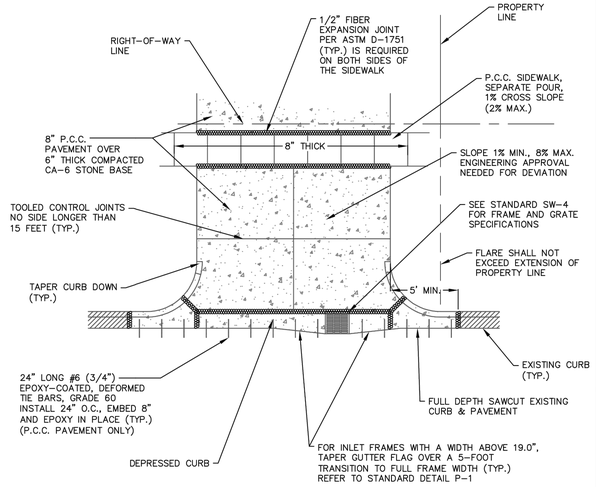


NOTES:
1. ALL EXISTING ABUTTING EXPANSION JOINT MATERIAL SHALL BE REMOVED AND REPLACED.
2. IF THE EXISTING CURB/PAVEMENT HAS REINFORCEMENT BARS, THEY SHALL NOT BE CUT OFF, UNLESS THEY ARE DEEMED UNUSABLE PER ENGINEER.
3. CONCRETE FOR APRON AND SIDEWALK SHALL BE IDOT CLASS SI OR PP-1.
4. ALL CONCRETE SHALL BE IN PLACE NO MORE THAN 1-1/2 HOURS AFTER TRUCK IS LOADED.
5. THE CONTRACTOR IS RESPONSIBLE FOR VIBRATING THE CONCRETE DURING PLACEMENT.
6. WHITE CURING COMPOUND, PER IDOT SECTION 1022.01(C), SHALL BE APPLIED TO THE CONCRETE IMMEDIATELY AFTER IT HAS BEEN FINISHED OR PER MANUFACTURER'S RECOMMENDATION.

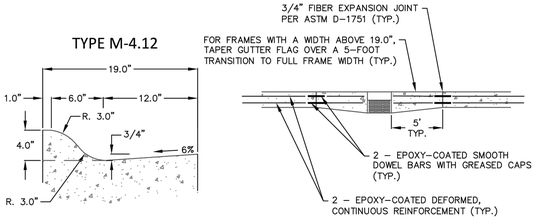
STANDARD COMMERCIAL DRIVEWAY ENTRANCE DETAIL

Village of Northbrook Public Works Department	DATE	REVISIONS
	4-30-20	Added and Revised Notes
	4-1-21	Added Plan Note

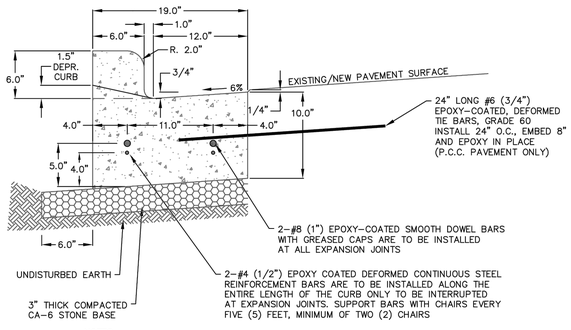
STANDARD DETAIL P-4 (01)

(Sheet 1 of 1)

TYPE M-4.12



TYPE B-6.12 & DEPRESSED CURB



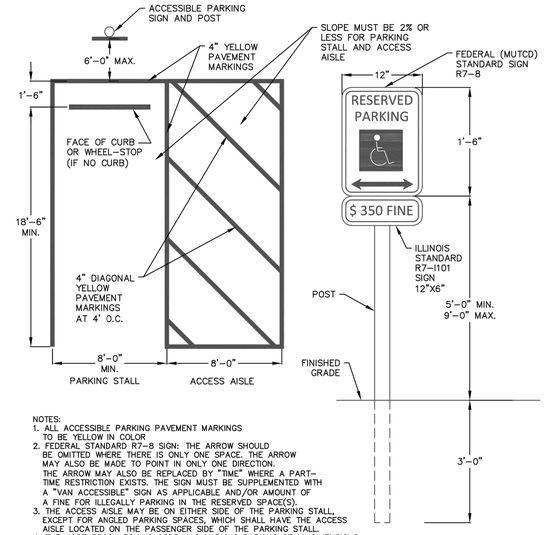
NOTES:
1. EXPANSION JOINTS ARE TO BE CONSTRUCTED AT 60' INTERVALS AND AT ADDITIONAL LOCATIONS AS SPECIFIED BY THE ENGINEER.
2. CONTRACTION JOINTS ARE TO BE CONSTRUCTED AT 15' INTERVALS AND AT ADDITIONAL LOCATIONS AS SPECIFIED BY THE ENGINEER
3. WITH NEW CURB REPLACEMENT NEXT TO HMA, CONTRACTOR IS REQUIRED TO PLACE 2' OF HMA FULL DEPTH PAID SEPARATELY TO MATCH EXISTING

COMBINATION CURB & GUTTER

Village of Northbrook Public Works Department	DATE	REVISIONS
	4-30-20	Consolidated Details, Revised Notes
	4-1-21	Added Plan Note

STANDARD DETAIL P-1 (01)

(Sheet 1 of 1)



NOTES:
1. ALL ACCESSIBLE PARKING PAVEMENT MARKINGS TO BE YELLOW IN COLOR
2. FEDERAL STANDARD R7-8 SIGN: THE ARROW SHOULD BE OMITTED WHERE THERE IS ONLY ONE SPACE. THE ARROW MAY ALSO BE MADE TO POINT IN ONLY ONE DIRECTION. THE ARROW MAY ALSO BE REPLACED BY "TIME" WHERE A PART-TIME RESTRICTION EXISTS. THE SIGN MUST BE SUPPLEMENTED WITH A "VAN ACCESSIBLE" SIGN AS APPLICABLE AND/OR AMOUNT OF A FINE FOR ILLEGALLY PARKING IN THE RESERVED SPACE(S).
3. THE ACCESS AISLE MAY BE ON EITHER SIDE OF THE PARKING STALL, EXCEPT FOR ANGLED PARKING SPACES, WHICH SHALL HAVE THE ACCESS AISLE LOCATED ON THE PASSENGER SIDE OF THE PARKING STALL.
4. THE NORTHBROOK ZONING CODE HAS VARYING PARKING STALL DIMENSIONS DEPENDING UPON THE ZONING DISTRICT. THIS DETAIL SHOWS THE MOST COMMON SIZE.

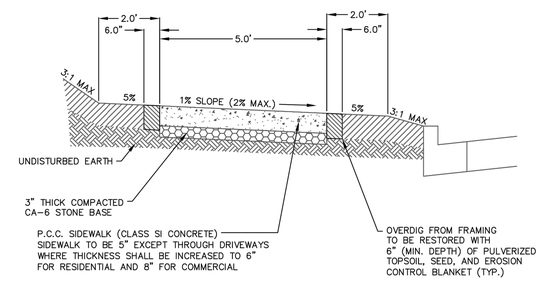
ACCESSIBLE PARKING DETAIL

Village of Northbrook Public Works Department	DATE	REVISIONS
	7-25-19	Dimensions, Notes
	4-1-21	Added Plan Note

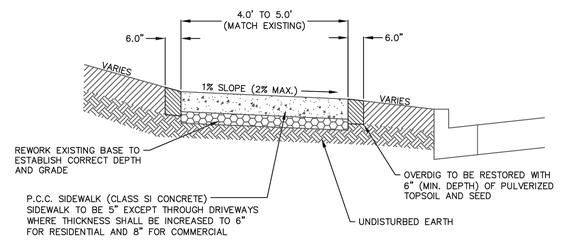
STANDARD DETAIL P-11 (01)

(Sheet 1 of 1)

NEW P.C.C. SIDEWALK



P.C.C. SIDEWALK PATCHING



NOTES:
1. WHEN CONSTRUCTING SIDEWALK WITHIN THE DRIPLINE OF A TREE, FOLLOW STANDARD DETAIL FOR "P.C.C. SIDEWALK IN DRIPLINE DETAIL" P-6
2. PROVIDE 1/2" THICK FIBER EXPANSION JOINT PER ASTM D-1751 EVERY 50 FEET

P.C.C. SIDEWALK DETAIL

Village of Northbrook Public Works Department	DATE	REVISIONS
	4-30-20	Consolidated Sidewalk Details

STANDARD DETAIL P-5 (01)

(Sheet 1 of 1)

NO.	DATE	REVISIONS
1	08-09-22	ISSUE FOR SCHEMATIC DESIGN
2	10-05-22	ISSUE FOR 50% DD
3	10-10-22	PLANNED DEVELOPMENT RESUBMISSION
4	12-22-22	ISSUE FOR 100% DD

ORIGINAL ISSUE DATE: JULY 29, 2022

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

CONSTRUCTION DETAILS

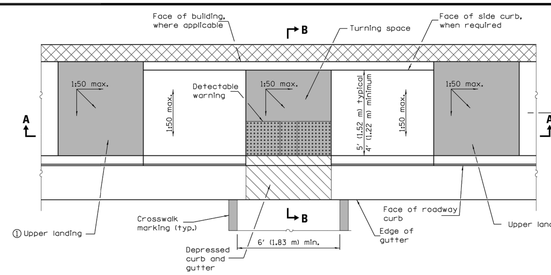
1657 SHERMER

NORTHBROOK ILLINOIS

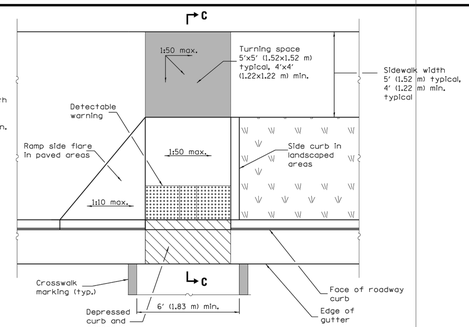
7325 Janes Avenue
Woodridge,IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
C6.0

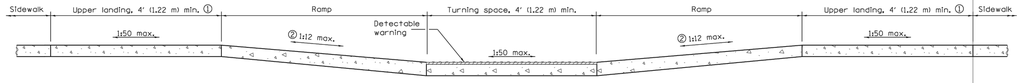
Attachment: 1657 Shermer - Applicant Submittal Part 5 (6522 : Staff Memo Relating to 1657 Shermer Road)



PARALLEL MID-BLOCK CURB RAMP



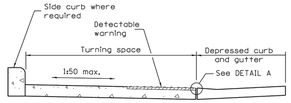
PERPENDICULAR MID-BLOCK CURB RAMP



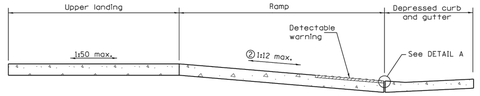
SECTION A–A

① Upper landing(s) not required for ramp slopes flatter than 1:20.

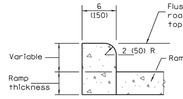
② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4,5 m).



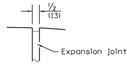
SECTION B–B



SECTION C–C



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1,52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

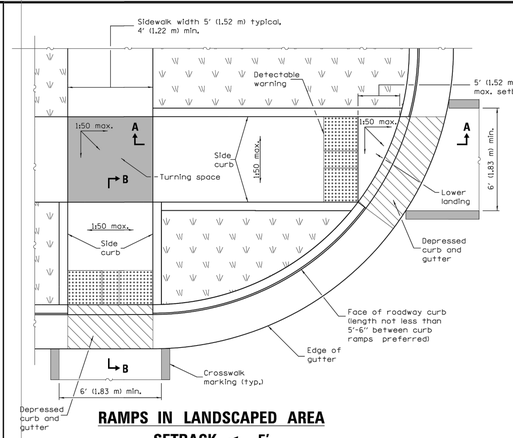
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-15	Changed 'Lower landing' to 'Turning space'. Added note ②. Rev. Gen. Notes.
1-1-13	Widened crosswalk markings to 6' (1,83 m) min. Inside dimension. Rev. Gen. Notes.

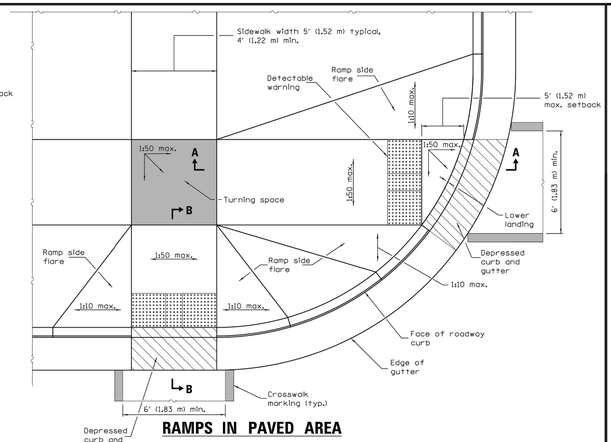
MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-02

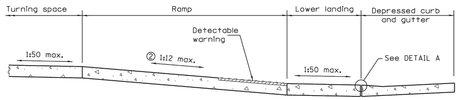
Illinois Department of Transportation
PASSED January 1, 2015 — Michael Bernard — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2015 — ENGINEER OF BUREAU OF DESIGN AND ENVIRONMENT
ISSUED 1-1-15



RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

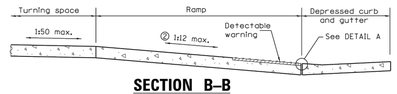


RAMPS IN PAVED AREA
SETBACK ≤ 5'



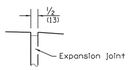
SECTION A–A

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4,5 m).

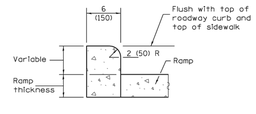


SECTION B–B

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4,5 m).



DETAIL A



SIDE CURB DETAIL

See Sheet 2 for GENERAL NOTES.

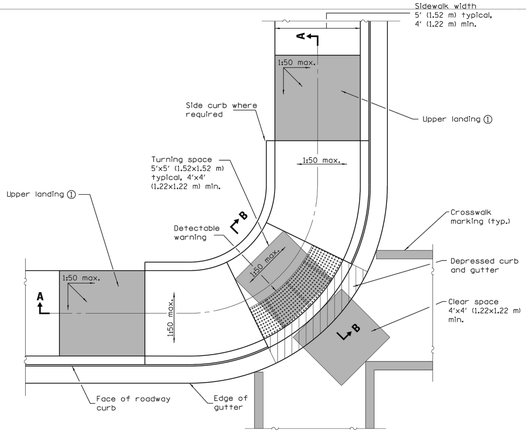
DATE	REVISIONS
1-1-15	① not appl. to Int. sidewalks. Rev. gen. notes. Ch'd Upper landing to Turning space.
1-1-13	Widened crosswalk markings to 6' (1,83 m) min. Inside dimension. Rev. Gen. Notes.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

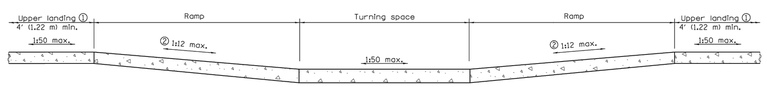
(Sheet 1 of 2)

STANDARD 424001-08

Illinois Department of Transportation
PASSED January 1, 2015 — Michael Bernard — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2015 — ENGINEER OF BUREAU OF DESIGN AND ENVIRONMENT
ISSUED 1-1-15



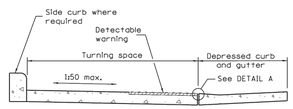
CORNER PARALLEL CURB RAMP



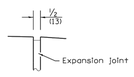
SECTION A–A

① Upper landing(s) not required for ramp slopes flatter than 1:20.

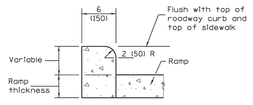
② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4,5 m).



SECTION B–B



DETAIL A



SIDE CURB DETAIL

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1,52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

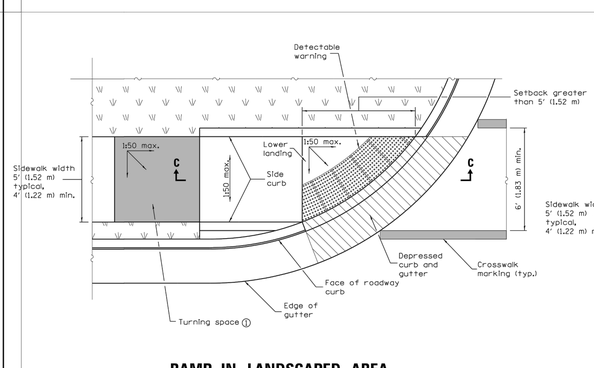
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-15	Changed 'Lower landing' to 'Turning space'. Added x-walk markings. Added note ②.
1-1-13	Revised General Notes.

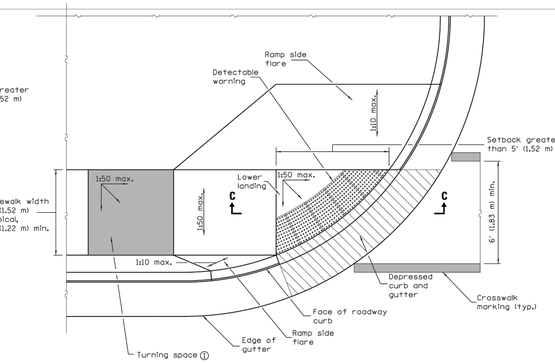
CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

STANDARD 424011-02

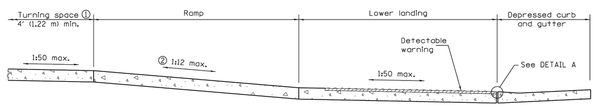
Illinois Department of Transportation
PASSED January 1, 2015 — Michael Bernard — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2015 — ENGINEER OF BUREAU OF DESIGN AND ENVIRONMENT
ISSUED 1-1-15



RAMP IN LANDSCAPED AREA
SETBACK > 5'



RAMP IN PAVED AREA
SETBACK > 5'



SECTION C–C

① Turning space not required for ramp slopes flatter than 1:20.

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4,5 m).

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1,52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

STANDARD 424001-08

Illinois Department of Transportation
PASSED January 1, 2015 — Michael Bernard — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2015 — ENGINEER OF BUREAU OF DESIGN AND ENVIRONMENT
ISSUED 1-1-15

NO.	DATE	REVISIONS DESCRIPTION
1	08-09-22	ISSUE FOR SCHEMATIC DESIGN
2	10-05-22	ISSUE FOR 50% DD
3	10-10-22	PLANNED DEVELOPMENT RESUBMISSION
4	12-22-22	ISSUE FOR 100% DD

ORIGINAL ISSUE DATE: JULY 29, 2022

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

CONSTRUCTION DETAILS

1657 SHERMER

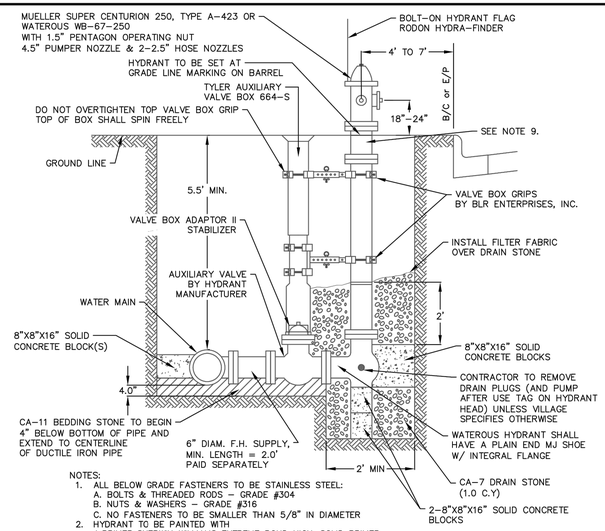
NORTHBROOK — ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.

C6.1

Attachment: 1657 Shermer - Applicant Submittal Part 5 (6522 : Staff Memo Relating to 1657 Shermer Road)

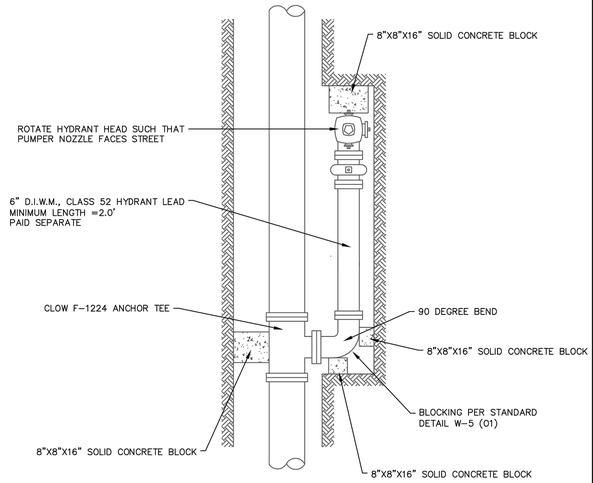


NOTES:
1. ALL BELOW GRADE FASTENERS TO BE STAINLESS STEEL:
   A. BOLTS & THREADED RODS – GRADE #304
   B. NUTS & WASHERS – GRADE #316
   C. NO FASTENERS TO BE SMALLER THAN 5/8" IN DIAMETER
2. HYDRANT TO BE PAINTED WITH
   A.PRIMER:SHERWIN WILLIAMS EXTREME BOND HIGH-SOLID PRIMER
   B.PAINT:HIGH GLOSS SAFETY RED FIXED RUSTOLEUM HIGH PERFORMANCE V7400
3. ALL DRAIN HOLES TO BE EQUIPPED WITH BRASS BUSHING.
4. VENT CAP REQUIRED ON 2.5" HOSE NOZZLES.
5. ALL HYDRANTS TO BE TRAFFIC MODELS WITH BREAK-AWAY FLANGES.
6. HYDRANTS WILL ONLY BE SET WITH 8"X8"X16" CONCRETE BLOCKS. NO SUBSTITUTIONS WILL BE ALLOWED.
7. HYDRANT MUST BE DATED NO MORE THAN ONE YEAR PRIOR TO DATE OF INSTALLATION.
8. HYDRANT MUST BE COVERED WITH A PLASTIC GARBAGE BIN WHILE BACKFILLING AROUND HYDRANT. CHIPPED/DAMAGED HYDRANTS TO BE REPAIRED PER MANUFACTURERS SPECIFICATIONS AND TO THE VILLAGE'S SATISFACTION.
9. MAX 36" ADJUSTMENT KIT; ONE (1) KIT ONLY. PRIOR TO INSTALLATION OF ADJUSTMENT KIT, NOTIFY RESIDENT ENGINEER OF WORK.
10. SECURITY CHAINS ARE NOT PERMITTED ON NOZZLE CAPS.
11. VALVE BOX ADAPTOR II IS TO BE USED AS THE VALVE BOX STABELIZER
12. ENCASE FIRE HYDRANT STANDPIPE, AUXILIARY VALVE AND LEAD PIPE WITH POLYETHYLENE V-BIO WRAP PER STANDARD DETAIL W-13.

NORTHBROOK FIRE HYDRANT DETAIL

Village of Northbrook Public Works Department	DATE	REVISIONS	STANDARD DETAIL W-1 (01)
	1-9-19	Revised Notes	
	4-1-21	Revised Notes	

(Sheet 1 of 1)

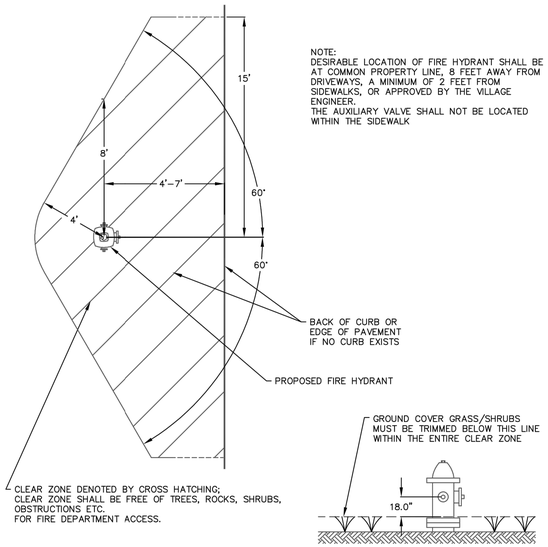


PLAN VIEW FOR INSTALLATION METHOD WHEN PROPOSED HYDRANT LOCATION DOES NOT ALLOW FOR THE INSTALLATION OF A MINIMUM 2' LONG HYDRANT LEAD PERPENDICULAR TO THE WATER MAIN. INSTALLATION METHOD SHALL BE AT THE DISCRETION OF THE ENGINEER.

NORTHBROOK FIRE HYDRANT DETAIL

Village of Northbrook Public Works Department	DATE	REVISIONS	STANDARD DETAIL W-1 (02)
	1-9-19	Revised Notes	
	4-1-21	Revised Notes	

(Sheet 2 of 2)

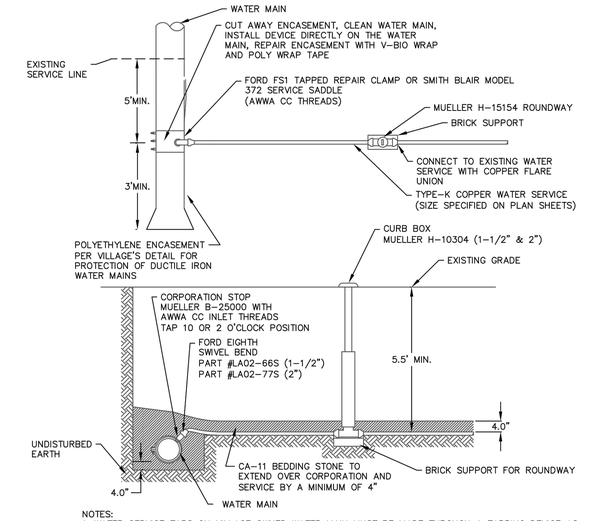


NOTE:
DESIRABLE LOCATION OF FIRE HYDRANT SHALL BE AT COMMON PROPERTY LINE, 8 FEET AWAY FROM DRIVEWAYS, A MINIMUM OF 2 FEET FROM SIDEWALKS, OR APPROVED BY THE VILLAGE ENGINEER.
THE AUXILIARY VALVE SHALL NOT BE LOCATED WITHIN THE SIDEWALK

FIRE HYDRANT CLEARANCE DETAIL

Village of Northbrook Public Works Department	DATE	REVISIONS	STANDARD DETAIL W-2
	1-9-19	Revised Notes	
	4-1-21	Revised Notes	

(Sheet 1 of 1)

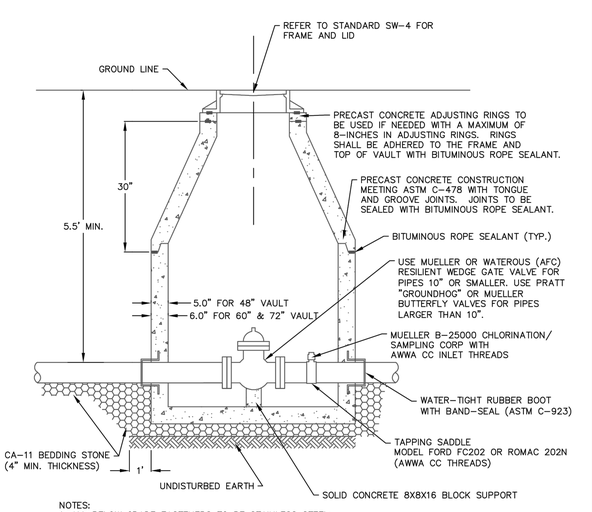


NOTES:
1. WATER SERVICE TAPS ON VILLAGE OWNED WATER MAIN MUST BE MADE THROUGH A TAPPING DEVICE AS SPECIFIED ABOVE UNLESS OTHERWISE DIRECTED BY VILLAGE STAFF.
2. ALL TREE ROOTS CONFLICTING WITH THE PROPOSED WATER SERVICE INSTALLATION MUST BE ROOT PRUNED WITH A VERMEER V2050, OR APPROVED EQUAL "WALK BEHIND" ROOT PRUNING MACHINE TO A MINIMUM DEPTH OF 16 INCHES PRIOR TO ANY EXCAVATION. THE WATER SERVICE MUST BE RELOCATED ACCORDINGLY IF STAFF DETERMINES THAT EXCAVATION WILL THREATEN THE HEALTH OF EXISTING TREES.
3. REFER TO STANDARD X FOR TRACER WIRE DETAIL FOR PVC WATER MAIN
4. CONTRACTOR IS TO SCHEDULE AN INSPECTION FOR EACH SERVICE CONNECTION WITH RESIDENT ENGINEER PRIOR TO BACKFILLING
5. BACKFILL TO BE PLACED IN 8" LOOSE LIFTS AND COMPACTED WITH A MECHANICAL COMPACTOR AND IS SUBJECT TO THE APPROVAL OF THE VILLAGE ENGINEER

WATER SERVICE DETAIL

Village of Northbrook Public Works Department	DATE	REVISIONS	STANDARD DETAIL W-4
	1-9-19	Revised Notes	
	4-1-21	Revised Notes. Edited Picture	

(Sheet 1 of 1)

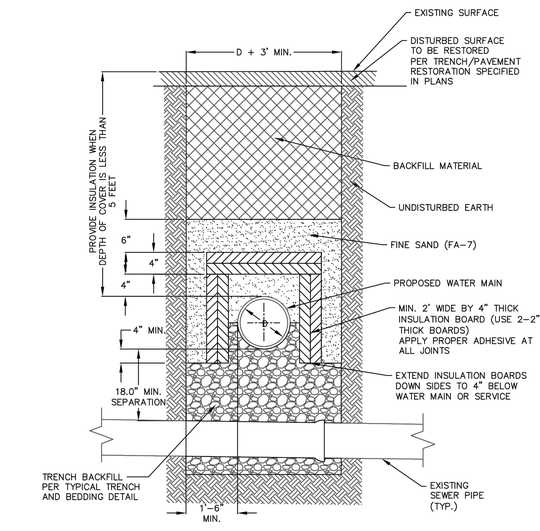


NOTES:
1. ALL BELOW GRADE FASTENERS TO BE STAINLESS STEEL:
   A. BOLTS & THREADED RODS – GRADE #304
   B. NUTS & WASHERS – GRADE #316
2. VALVES 12" OR LARGER MAY REQUIRE OFFSET CONES.
3. ALL WATER SHALL BE REMOVED FROM VAULT PRIOR TO FINAL PROJECT INSPECTION
4. VALVE VAULT SIZE SHALL CORRESPOND TO THE TYPE AND SIZE OF VALVE AS FOLLOWS:
   A. 8" VALVE OR SMALLER = 48" VALVE VAULT
   B. 10"-16" VALVE & PRESSURE CONNECTIONS = 60" DIA. VALVE VAULT
   C. 18" VALVE OR LARGER & VALVES W/AIR RELEASE = 72" DIA. VALVE VAULT

WATER MAIN VALVE VAULT DETAIL

Village of Northbrook Public Works Department	DATE	REVISIONS	STANDARD DETAIL W-3
	1-9-19	Revised Notes	

(Sheet 1 of 1)



NOTES:
1. INSULATION BOARD TO BE CLOSED CELL, EXTRUDED POLYSTYRENE FOAM MEETING ASTM 578, TYPE VI, 40 PSI COMPRESSIVE STRENGTH (ASTM D-1621) 0.1% MAX. WATER ABSORPTION (ASTM C-272).
2. BACKFILL MATERIAL AROUND INSULATION MUST BE FINE SAND FREE FROM ROOTS, ORGANIC MATTER OR OTHER DAMAGING MATERIALS.
3. OVERLAP ALL INSULATION BOARD JOINTS.

WATER MAIN TRENCH INSULATION DETAIL

Village of Northbrook Public Works Department	DATE	REVISIONS	STANDARD DETAIL W-8 (01)
	1-9-19	New Detail	

(Sheet 1 of 1)

REVISIONS

NO.	DATE	DESCRIPTION
1	08-09-22	ISSUE FOR SCHEMATIC DESIGN
2	10-05-22	ISSUE FOR 50% DD
3	10-10-22	PLANNED DEVELOPMENT RESUBMISSION
4	12-22-22	ISSUE FOR 100% DD

ORIGINAL ISSUE DATE: JULY 29, 2022

PROJECT NO: 220603
PROJECT MANAGER: RW
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DRAWN BY: BD

CONSTRUCTION DETAILS

1657 SHERMER

NORTHBROOK ILLINOIS

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DRAWING NO.
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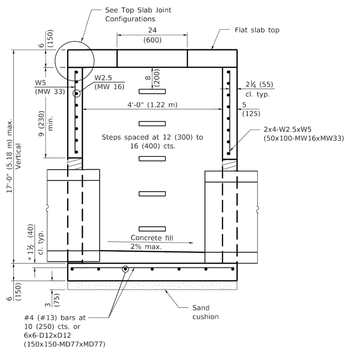
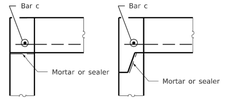
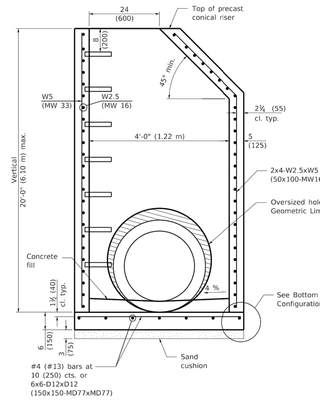


SECTION THRU MANHOLE
(With flat slab top only)

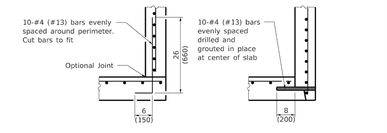
* Typical for top and bottom slabs.

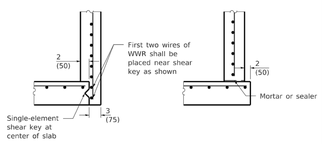


TOP SLAB JOINT CONFIGURATIONS
(Shown at access hole)

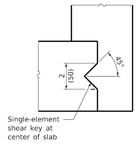


SECTION THRU MANHOLE
(With riser)





BOTTOM SLAB JOINT CONFIGURATIONS



SHEAR KEY GEOMETRY
(Reinforcement not Shown for Clarity)

GEOMETRIC LIMITS

Oversized holes, as necessary for constructability, shall satisfy the following requirements:

1. A minimum of 9 (230) of monolithic reinforced concrete shall be maintained above the fabricated pipe hole.
2. A minimum 9 (230) inside arc length of reinforced concrete, extending vertically from bottom slab to top slab, shall be maintained between the fabricated pipe holes.
3. A maximum of 60 percent of the inside perimeter of the reinforced concrete manhole walls may be removed.
4. Horizontal joints through pipe holes shall be spliced when the remaining column between holes, measured along inside arc length, is less than 24 (600). See detail.
5. The recommended oversized hole is equal to the O.D. of the pipe plus 4 (100).

See Sheet 2 for General Notes.

DATE	REVISIONS
1-1-18	Completely revised std. for
	LRFD. Renamed std. Moved
	5' (1.5 m) manhole to new std.
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Revised general notes.

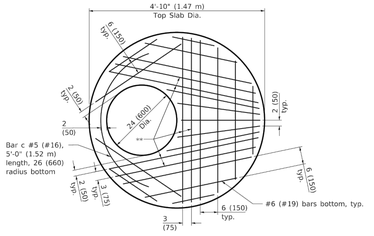
PRECAST MANHOLE TYPE A 4' (1.22 m) DIAMETER

(Sheet 1 of 2)

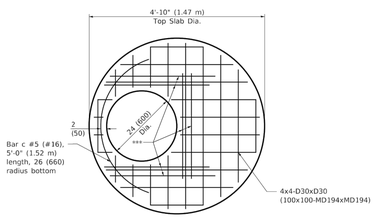
STANDARD 602401-04

Illinois Department of Transportation

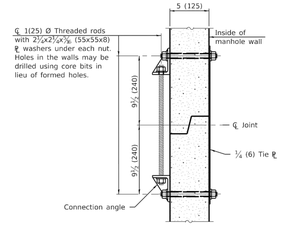
PASSED	January 1, 2018	ISSUED 1-1-07
ENGINEER OF POLICY AND PROCEDURES	Michael Bumett	
APPROVED	January 1, 2018	
ENGINEER OF DESIGN AND ENVIRONMENT	Maureen M. Foster	



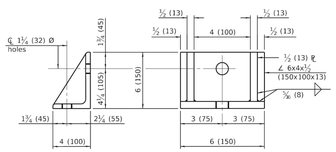
PLAN
(Showing Layout of Reinforcement Bars)



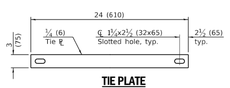
PLAN
(Showing Layout of Welded Wire Reinforcement)



JOINT SPLICE



CONNECTION ANGLE



TIE PLATE

** #5 (#16) bars at 3 (75) cts. bottom.

*** #5 (#16) bars at 3 (75) cts. 36 (910) long bottom. Bundle first bar with closest WWR bar to the opening.

GENERAL NOTES

Joint configuration and dimensions of flat slab shall match and fit the riser joint detail.

The manufacturer shall ensure that all precast manhole sections are additionally reinforced where required to resist damage from handling, shipping and installation stresses.

Lifting holes shall be located in the sections as per the manufacturer's recommendations and grouted prior to backfilling.

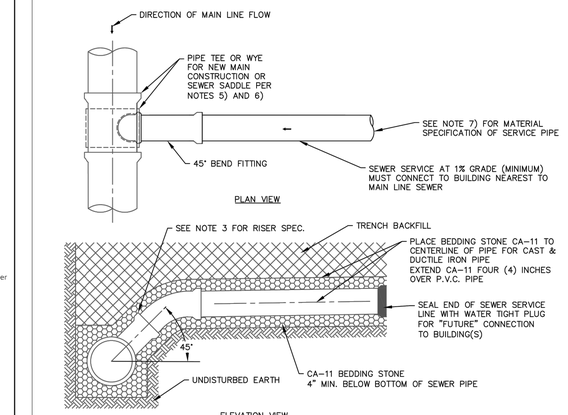
See Standard 602701 for details of manhole steps.

All dimensions are in inches (millimeters) unless otherwise noted.

PRECAST MANHOLE TYPE A 4' (1.22 m) DIAMETER

(Sheet 2 of 2)

STANDARD 602401-04



NOTES:

1) TRENCH BACKFILL FOR PAVED AREAS, INCLUDING ROAD, CURB AND SIDEWALK: CONTROLLED LOW STRENGTH MATERIAL (CLSM). (CA-6 OR APPROVED EQUAL MAY BE USED ONLY WHEN APPROVED BY THE VILLAGE ENGINEER) TBF REQUIRED 2 FEET BEYOND ANY PAVED SURFACE
2) TRENCH BACKFILL FOR NON-PAVED AREAS: FINELY DIVIDED EXCAVATED MATERIAL FREE FROM ROCKS AND DEBRIS
3) RISER REQUIRED WHEN SEWER DEPTH EXCEEDS NINE (9) FEET. MAXIMUM SLOPE OF 1:1 ON RISERS
4) INSTALL DIP SERVICE LINE FROM FOUNDATION WALL TO THE OUTSIDE OF BUILDING OVERDIG, OR 10 L.F. MIN.AND INSTALL CLEAN-OUT AT THIS LOCATION
5) NEW CONNECTIONS TO MAIN SHALL BE INSTALLED WITH ROMAC CB OR FORD FSS SEWER SADDLE OR VILLAGE ENGINEER APPROVED EQUAL
6) USE LMT(tm) STYLE SADDLE SYSTEM INSTALLATION OR PRE-APPROVED EQUIVALENT WHEN TAPPING LINED SANITARY MAIN. REMOVE HOST CLAY PIPE AS NECESSARY
7) P.V.C., SDR26 SHALL BE USED EXCEPT FOR WHEN WATER MAIN QUALITY PIPE IS REQUIRED. IN THAT CASE USE GREEN C-900 P.V.C PIPE
8) SANITARY SERVICES ARE NOT PERMITTED IN RESIDENTIAL SIDE YARDS

SEWER SERVICE DETAIL

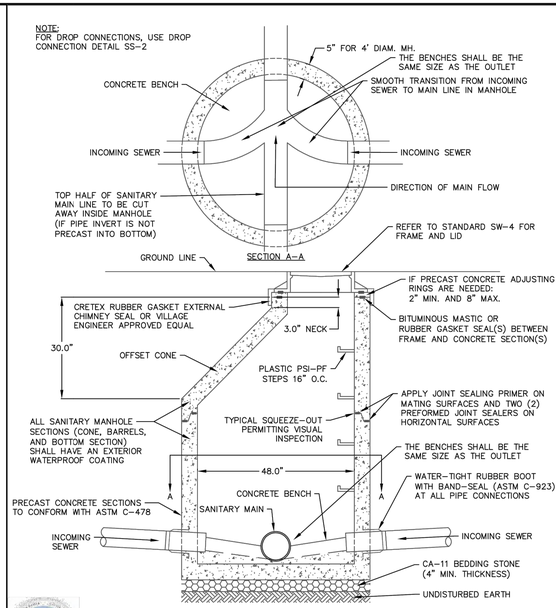
Village of Northbrook
Public Works Department

DATE	REVISIONS
4-30-20	Revised Notes
5-12-22	Controlled Low Strength Material

STANDARD DETAIL
SS-3 (02)

(Sheet 1 of 1)

NOTE:
FOR DROP CONNECTIONS, USE DROP CONNECTION DETAIL SS-2



SANITARY MANHOLE DETAIL

Village of Northbrook
Public Works Department

DATE	REVISIONS
4-30-20	Revised Notes

STANDARD DETAIL
SS-1 (01)

(Sheet 1 of 1)

REVISIONS

NO.	DATE	DESCRIPTION
ORIGINAL ISSUE DATE: JULY 29, 2022		
1	08-09-22	ISSUE FOR SCHEMATIC DESIGN
2	10-05-22	ISSUE FOR 50% DD
3	10-10-22	PLANNED DEVELOPMENT RESUBMISSION
4	12-22-22	ISSUE FOR 100% DD

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

CONSTRUCTION DETAILS

1657 SHERMER

NORTHBROOK — ILLINOIS

7325 Janes Avenue
Woodridge,IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
C6.3

Attachment: 1657 Shermer - Applicant Submittal Part 5 (6522 : Staff Memo Relating to 1657 Shermer Road)

PERVIOUS AREA = 3.54 ACRES
IMPERVIOUS AREA = 6.76 ACRES
TOTAL AREA = 10.30 ACRES

LOT 1
PROPOSED 4 STORY
48 UNITS
MULTI-FAMILY BUILDING

LOT 2
PROPOSED 5 STORY
335 UNITS
MULTI-FAMILY BUILDING

RESTAURANT
5,090 SF

SHERMER RD

WOODLAWN RD

CHICAGO MILWAUKEE & ST. PAUL RAILROAD

PERVIOUS AREA (TYP.)

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

LMC NORTHBROOK

NORTHBROOK ILLINOIS

PROPOSED IMPERVIOUS EXHIBIT

DATE: 01-10-23

0 40 80

SCAL

N:\2022\220603\Drawings\ACAD\LD\S03\Misc Drawings\Proposed Impervious Exhib

Attachment: 1657 Shermer - Applicant Submittal Part 5 (6522 : Staff Memo Relating to 1657 Shermer Road)

Resolution (ID # 6500)

BE IT RESOLVED by the President and Board of Trustees of the Village of Northbrook, County of Cook and State of Illinois, THAT:

A Resolution Denying Requests for Text Amendment, Rezoning, Special Permits, Development Concept Plan Approval, Variations, Exceptions, Waiver, Site Plan Approval, and Tentative Plat Approval (1657 Shermer Road) (Plan Commission Docket No. PCD-22-08)

is hereby adopted, as follows:

Section 1. RECITALS.

QMC Northbrook Holdings, LLC (***"QMC"***) is the contract purchaser of the property commonly known as 1657 Shermer Road ("***Property***"), which is owned by the Village of Northbrook (***"Village"***). Housing Opportunity Development Corporation (***"HODC"***) is the co-applicant for the zoning relief requested herein (QMC and HODC are hereinafter referred to collectively as "***Applicant***").

Applicant submitted an application for relief from the Northbrook Zoning Code (1988) ("***Zoning Code***") and the Village of Northbrook Subdivision and Development Code (1991), as amended ("***Subdivision Code***") for the Property in order to construct a mixed-use planned development consisting of two residential buildings and one commercial structure on the Property (collectively, the "***Planned Development***").

Applicant requested an amendment to the Village's Zoning Code to allow an increase in maximum permitted height for Planned Developments within the VGRC Village Green Residential & Commercial District (***"VGRC District"***) from 45' and four stories to 64' and five stories and an amendment to the Village District Zoning Map to rezone the Property from the from the I-1 Restricted Industrial District and R-5 Single Family Residential District to the VGRC District (***"Amendments"***).

Applicant requested the following additional relief from the Zoning Code and Subdivision Code to allow the construction of the Planned Development on the Property: (i) approval of a Tentative Plat; (ii) a special permit for a Mixed Use Planned Unit Development (9820.01); (iii) a special permit for an Eating Place (Restaurant); (iv) a special permit for Outdoor Seating Accessory to Permitted Eating Place; (requests ii, iii, and iv are hereinafter referred to collectively as the "***Special Permits***"); (v) Development Concept Plan Approval; (vi) a variation from Section 9-105 of the Zoning Code to reduce the required number of loading spaces from 1 to 0; (vii) a variation from Section 8-711 of the Zoning Code to reduce the required interior yard (south) from 5' to 1'; (viii) a variation from Section 8-711 of the Zoning Code to reduce the required rear yard from 20' to 15' on south parcel; (ix) a variation from Section 8-711 of the Zoning Code to reduce the required rear yard from 20' to 4' on the north parcel (requests vi, vii, viii, and ix are hereinafter referred to collectively as the "***Variations***"); (x) a waiver of the requirement in the Zoning Code for parking garage ramps not to exceed 8% slope to allow a 15% slope ("***Waiver***"); (xi) exceptions to various Zoning Code requirements in conjunction with a Mixed-Use Planned Development application ("***Exceptions***") and (xii) Site Plan Approval. The approval of a

Tentative Plat, Special Permits, Development Concept Plan Approval, the Variations, the Waiver, the Exceptions and the Site Plan Approval are collectively referred to hereinafter as the "***Requested Relief***."

Pursuant to public notice duly published on September 29, 2022 in the *Northbrook Star*, a public hearing was held at the Plan Commission's regular meetings on October 18, 2022 and November 1, 2022. The Plan Commission reviewed Applicant's written application for the Amendments and Requested Relief and heard testimony from Applicant and members of the public. After due consideration, the Plan Commission voted to recommend denial of the Amendments and Requested Relief.

Taking into consideration the Plan Commission's recommendation, the President and Board of Trustees have determined that it is in the best interest of the Village, its residents, and the public to deny the Amendments and Requested Relief.

Section 2. CONSIDERATION OF RECORD AND RECOMMENDATION.

The President and Board of Trustees have reviewed the record of the public hearing conducted by the Plan Commission consisting of (i) Application form & attachments, and all subsequent additions and revisions to these application materials and attachments; (ii) the Board of Trustees' preliminary review minutes and (iii) all written and oral testimony concerning the application provided during the public hearing before the Plan Commission on this docket, as well as the Plan Commission's deliberations and recommendation as set forth in the minutes of the public hearing; and hereby concurs with the Plan Commission's recommendations.

Section 3. FINDINGS.

The Village President and Board of Trustees do hereby find and determine that:

A. Zoning Map Amendment. Applicant's request to rezone the Property from I-1 Restricted Industrial and R-5 Single Family Residential to VGRC Village Green Residential & Commercial District does not satisfy the standards for approval of such rezoning requests as established in Subsection 11-301 E8 of the Zoning Code;

B. Text Amendment. Applicant's request to allow an Increase in Maximum Height from 45' and four stories to 64' and five stories by special permit in the Village does not satisfy standards established in Subsection 11-601 E of the Zoning Code for amending the Zoning Code;

C. Special Permits. The special permit standards established in Paragraph 11-602 E1 of the Zoning Code for the proposed use of the Property in order to authorize (i) the construction and operation of the proposed Mixed Use Planned Unit Development (9820.01); (ii) a Restaurant; and (iii) Outdoor Seating Accessory to a Permitted Eating Place on the Property have not been satisfied;

D. Development Concept Plan Approval. The request for approval of the Development Concept Plan does not satisfy the standards for Development Concept Plan approval established in Subsection 11-301 E9 of the Zoning Code;

E. Tentative Plat of Subdivision. The request for approval of a Tentative Plat of Subdivision does not satisfy the requirements for tentative plat approval established in Section 3-201 of the Village's Subdivision and Development Code;

F. Variations. The requested Variations do not satisfy the standards for variations established in Subsection 11-503 F of the Zoning Code;

G. Waiver. The requested Waiver does not satisfy the standards in Subparagraph 9-104 C3(c) of the Zoning Code;

H. Exceptions. The requested Exceptions do not satisfy the standards for exceptions established in Section 11-505 of the Zoning Code;

I. Site Plan. The request for approval of the Site Plan does not satisfy the standards for site plan approval established in Subsection 11-604 of the Zoning Code; and

J. Other Relief Necessary. No other zoning or subdivision relief is necessary for this application.

Section 4. DENIAL.

Applicant's application for the Amendments and the Requested Relief shall be, and is hereby denied.

Section 5. EFFECTIVE DATE.

This Resolution shall be in full force and effect only upon the passage by the Board of Trustees by a majority vote in the manner required by law.

Scheduled: 1/24/2023

ATTEST:

_____
Village President

_____
Village Clerk

Ordinance (ID # 6497)

An Ordinance Amending the Northbrook Zoning Code to Increase the Permitted Maximum Height for Planned Developments within the VGRC Village Green Residential & Commercial District (1657 Shermer Road) (Plan Commission Docket No. PCD-22-08)

Passed by the Board of Trustees, 1/24/2023
Printed and Published 1/24/2023

Printed and Published in Pamphlet Form
by Authority of the
President and Board of Trustees
VILLAGE OF NORTHBROOK
COOK COUNTY, ILLINOIS

I hereby certify that this document
was properly published on the date
stated above.

_____
Village Clerk

Ordinance (ID # 6497)

BE IT ORDAINED by the President and Board of Trustees of the Village of Northbrook, County of Cook and State of Illinois THAT:

An Ordinance Amending the Northbrook Zoning Code to Increase the Permitted Maximum Height for Planned Developments within the VGRC Village Green Residential & Commercial District (1657 Shermer Road) (Plan Commission Docket No. PCD-22-08)

shall be, and is hereby, adopted as follows:

Section 1. BACKGROUND.

QMC Northbrook Holdings, LLC (***"QMC"***) is the contract purchaser of the property commonly known as 1657 Shermer Road ("***Property***"), which is owned by the Village of Northbrook (***"Village"***). Housing Opportunity Development Corporation (***"HODC"***) is the co-applicant for the zoning relief requested herein (QMC and HODC are hereinafter referred to collectively as "***Applicant***").

The Applicant, with consent of the Village, has requested a text amendment to the Northbrook Zoning Code (1988), as amended ("***Zoning Code***"), to increase the maximum permitted height for Planned Developments within the VGRC Village Green Residential & Commercial District (***"VGRC District"***) from 45' and four stories to 64' and five stories ("***Amendment***").

The Village President and Board of Trustees have determined that it is in the best interests of the Village and the public health, safety, and welfare, to amend the Zoning Code as specifically provided in this Ordinance. The Amendment is hereby adopted in accordance with the Zoning Code and pursuant to the Village's home rule powers.

Section 2. PUBLIC HEARINGS.

A public notice for the Amendment was duly published on September 29, 2022 in the *Northbrook Herald* and a public hearing was held at the Plan Commission's regular meetings on October 18, 2022 and November 1, 2022. On November 15, 2022, the Plan Commission formally adopted Resolution No. 22-PC-12 recommending denial of the Amendment.

Section 3. AMENDMENT TO SUBSECTION 8-711 OF THE ZONING CODE.

Subsection 8-711 A of the Zoning Code, entitled "Bulk, Space and Yard Requirements, Maximum Height (whichever is less)" shall be, and is hereby, amended as follows [Added text **bold and double underlined**; deleted text struck through]:

"8-711 BULK, SPACE AND YARD REQUIREMENTS

* * * * *

BULK, SPACE AND YARD REQUIREMENTS	**MFRC**	**RLC**	**VGRC**
A. Maximum Height (whichever is less)			
1. Feet			
a. Single Family Detached Dwelling	N/A	65	30
b. Townhouse Dwelling	50	65	45
c. Multiple Family Residential	55	65	45
d. Planned Developments	50	65	~~45~~ **64**
e. Other Uses	50	65	45
2. Stories			
a. Single Family Detached Dwelling	N/A	4	2
b. Townhouse Dwelling	3	4	4
c. Multiple Family Residential	4	4	4
d. Planned Development	4	4	~~4~~ **5**
e. Other Uses	3	4	4

* * * * *"

Section 4. EFFECTIVE DATE.

This Ordinance shall be in full force and effect only upon the occurrence of all of the following events:

A. passage by the Village President and Board of Trustees by a majority vote in the manner required by law;

B. publication in pamphlet form in the manner required by law; and

C. the effective date of that certain Ordinance Granting Approval of Special Permits, Development Concept Plan, Variations, Exceptions, Waiver, Site Plan, Tentative Plat, a Development Agreement, and a First Amendment to Purchase and Sale Agreement (1657 Shermer Road) (Plan Commission Docket No. PCD-22-08) for the Property approved by the Village President and Board of Trustees.

Scheduled: 1/24/2023

ATTEST:

_____
Village President

_____
Village Clerk

Ordinance (ID # 6498)

An Ordinance Rezoning the Property Located at 1657 Shermer Road and Amending the District Zoning Map (1657 Shermer Road) (Plan Commission Docket No. PCD-22-08)

Passed by the Board of Trustees, 1/24/2023
Printed and Published 1/24/2023

Printed and Published in Pamphlet Form
by Authority of the
President and Board of Trustees
VILLAGE OF NORTHBROOK
COOK COUNTY, ILLINOIS

I hereby certify that this document was properly published on the date stated above.

_____
Village Clerk

Ordinance (ID # 6498)

BE IT ORDAINED by the President and Board of Trustees of the Village of Northbrook, County of Cook and State of Illinois THAT:

An Ordinance Rezoning the Property Located at 1657 Shermer Road and Amending the District Zoning Map (1657 Shermer Road) (Plan Commission Docket No. PCD-22-08)

shall be, and is hereby, adopted as follows:

Section 1. BACKGROUND.

QMC Northbrook Holdings, LLC (***"QMC"***) is the contract purchaser of the property commonly known as 1657 Shermer Road ("***Property***"), which is owned by the Village of Northbrook (***"Village"***). Housing Opportunity Development Corporation (***"HODC"***) is the co-applicant for the zoning relief requested herein (QMC and HODC are hereinafter referred to collectively as "***Applicant***").

The Property is currently zoned partially in the I-1 Restricted Industrial District and partially in the R-5 Single Family Residential District, and the Applicant has requested an amendment to the District Zoning Map to rezone the Property from the I-1 Restricted Industrial District and R-5 Single Family Residential District to the VGRC Village Green Residential & Commercial District ("***Amendment***").

The Village President and Board of Trustees hereby find that it is in the best interest of the Village and the public to adopt the Amendment in accordance with the Northbrook Zoning Code (1988), as amended ("***Zoning Code***"), and pursuant to the Village's home rule powers.

Section 2. PUBLIC MEETINGS & HEARINGS.

A public notice for the Amendment was duly published on September 29, 2022 in the *Northbrook Herald* and a public hearing was held at the Plan Commission's regular meetings on October 18, 2022 and November 1, 2022. On November 15, 2022, the Plan Commission formally adopted Resolution No. 22-PC-12 recommending denial of the Amendment.

Section 3. AMENDMENT TO THE DISTRICT ZONING MAP.

The District Zoning Map shall be, and is hereby, amended to rezone the Property, as legally described in ***Exhibit A*** and depicted in ***Exhibit B***, attached to and, by this reference, made a part of this Ordinance, from the I-1 Restricted Industrial District and R-5 Single Family Residential District to the VGRC Village Green Residential & Commercial District, in accordance with Section 11-601 of the Zoning Code and pursuant to the Village's home rule powers.

Section 4. EFFECTIVE DATE.

This Ordinance shall be in full force and effect only upon the occurrence of all of the following events:

A. passage by the Village President and Board of Trustees by a majority vote in the manner required by law;

B. publication in pamphlet form in the manner required by law; and

C. the effective date of that certain Ordinance Granting Approval of Special Permits, Development Concept Plan, Variations, Exceptions, Waiver, Site Plan, Tentative Plat, a Development Agreement, and a First Amendment to Purchase and Sale Agreement (1657 Shermer Road) (Plan Commission Docket No. PCD-22-08) for the Property approved by the Village President and Board of Trustees.

Scheduled: 1/24/2023

ATTEST:

Village President

Village Clerk

EXHIBIT A
LEGAL DESCRIPTION OF THE PROPERTY

PARCEL 1:

LOTS 11 TO 19 INCLUSIVE, IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR, BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT THE EAST 30 FEET FOR STREET) AND THAT PART OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, LYING EAST OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD AND THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT RAILROAD) IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

ALL THAT PART OF VACATED ILLINOIS ROAD LYING SOUTH OF THE SOUTH LINE OF LOTS 11 TO 19 AND SOUTH OF THE SOUTH LINE OF LOT 11 EXTENDED WEST 8 FEET AND SOUTH OF THE SOUTH LINE OF LOT 19 EXTENDED EAST TO THE WESTERLY RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, (EXCEPT THAT PART OF VACATED ILLINOIS STREET LYING SOUTH OF AND ADJOINING THE SOUTH LINE OF LOT 11 EXTENDED WEST A DISTANCE OF 8.00 FEET TO THE CENTERLINE OF A NORTH/SOUTH ALLEY LYING WEST OF AND ADJOINING SAID LOT 11; WEST OF THE WEST LINE OF LOT 11 EXTENDED SOUTH AND EAST OF THE CENTERLINE OF SAID ALLEY EXTENDED SOUTH SAID LOT 11 IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR, BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, (EXCEPT THE EAST 30 FEET FOR STREET) AND THAT PART OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 LYING EAST OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD AND THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT RAILROAD) IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, AS DESCRIBED IN THE SPECIAL WARRANTY DEED RECORDED ON SEPTEMBER 4, 1987, AS DOCUMENT NUMBER LR3649417).

PARCEL 3:

THAT PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT IN THE WEST LINE OF SAID NORTHWEST 1/4, 150 FEET SOUTH OF THE NORTH LINE OF SAID 1/4 SECTION; THENCE SOUTH ALONG SAID WEST LINE A DISTANCE OF 376 FEET; THENCE EAST PARALLEL TO THE NORTH LINE OF SAID 1/4 SECTION, A DISTANCE OF 871.66 FEET TO THE WESTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD; THENCE NORTHWESTERLY ALONG THE WESTERLY LINE OF SAID RIGHT OF WAY, A DISTANCE OF 394.10 FEET; THENCE WEST PARALLEL TO THE NORTH LINE OF SAID 1/4 SECTION TO THE PLACE OF BEGINNING (EXCEPTING FROM SAID PARCEL THAT PART DEDICATED FOR SHERMER ROAD BY DOCUMENT NUMBER LR 2832561 AND ALSO EXCEPT THE WEST 33 FEET OF SAID PARCEL TAKEN OR USED FOR SHERMER ROAD) IN COOK COUNTY, ILLINOIS.

PARCEL 4:

Attachment: Exhibits A-B of Rezoning Ordinance (6498 : An Ordinance Rezoning the Property Located at 1657 Shermer Road and Amending

THE NORTH 150.0 FEET (EXCEPT THE SOUTH 120 FEET OF THE EAST 152 FEET OF THE WEST 185 FEET THEREOF AND ALSO EXCEPT THE NORTH 30 FEET OF THE EAST 143 FEET OF THE WEST 176 FEET THEREOF) OF THAT PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE NORTH LINE OF SAID SECTION 15, AND THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD; THENCE WEST ON SAID NORTH LINE 701.90 FEET TO THE NORTHWEST CORNER OF SAID SECTION 15; THENCE SOUTH ON THE WEST LINE OF SAID SECTION 1091.10 FEET; THENCE EAST ON A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION TO THE WEST LINE OF SAID RAILROAD RIGHT OF WAY; THENCE NORTHWESTERLY ALONG THE WEST LINE OF SAID RAILROAD RIGHT OF WAY TO THE PLACE OF BEGINNING, (EXCEPTING FROM SAID PARCEL THAT PART DEDICATED FOR SHERMER ROAD BY DOCUMENT NUMBER LR 2832561 AND ALSO EXCEPT THE WEST 33 FEET OF SAID PARCEL TAKEN OR USED FOR SHERMER ROAD) IN COOK COUNTY, ILLINOIS.

PARCEL 5:

NON-EXCLUSIVE EASEMENT FOR DRAINAGE PURPOSES FOR THE BENEFIT OF PARCELS 1, 2, 3, AND 4 AS SET FORTH IN DECLARATION OF RESTRICTIVE COVENANTS RECORDED SEPTEMBER 4, 1987 AS DOCUMENT 87490251 AND FILED SEPTEMBER 4, 1987 AS DOCUMENT LR 3649416.

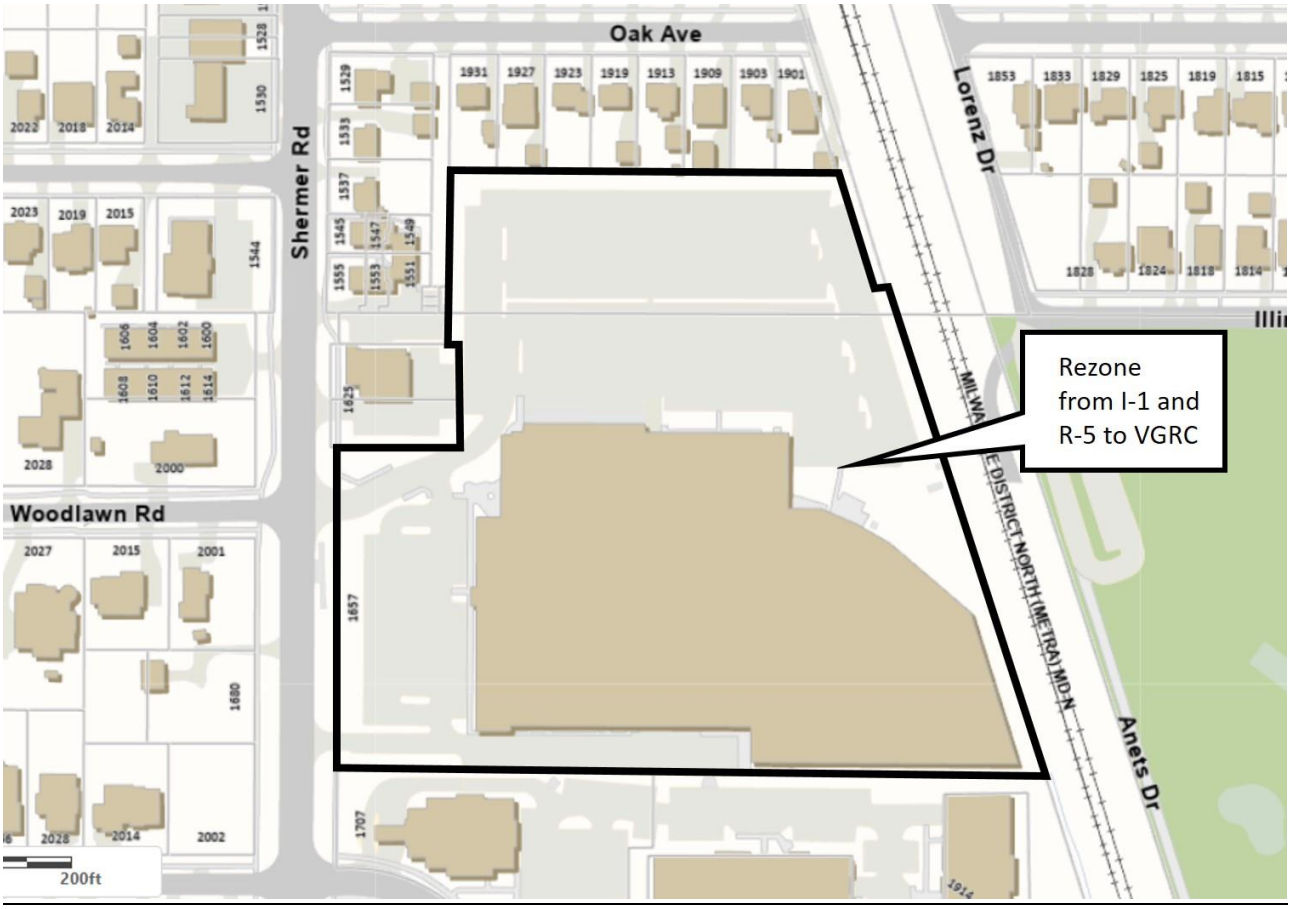
P.I.N.: 04-15-100-047-0000

Commonly known as 1657 Shermer Road, Northbrook, Illinois

Attachment: Exhibits A-B of Rezoning Ordinance (6498 : An Ordinance Rezoning the Property Located at 1657 Shermer Road and Amending

EXHIBIT B

DEPICTION OF PROPERTY



{00130139.5}

Attachment: Exhibits A-B of Rezoning Ordinance (6498 : An Ordinance Rezoning the Property Located at 1657 Shermer Road and Amending

Ordinance (ID # 6499)

An Ordinance Granting Approval of Special Permits, Development Concept Plan, Variations, Exceptions, Waiver, Site Plan, Tentative Plat, a Development Agreement, and a First Amendment to Purchase and Sale Agreement (1657 Shermer Road) (Plan Commission Docket No. PCD-22-08)

Passed by the Board of Trustees, 1/24/2023
Printed and Published 1/24/2023

Printed and Published in Pamphlet Form
by Authority of the
President and Board of Trustees
VILLAGE OF NORTHBROOK
COOK COUNTY, ILLINOIS

I hereby certify that this document
was properly published on the date
stated above.

_____
Village Clerk

Ordinance (ID # 6499)

BE IT ORDAINED by the President and Board of Trustees of the Village of Northbrook, County of Cook and State of Illinois THAT:

An Ordinance Granting Approval of Special Permits, Development Concept Plan, Variations, Exceptions, Waiver, Site Plan, Tentative Plat, a Development Agreement, and a First Amendment to Purchase and Sale Agreement (1657 Shermer Road) (Plan Commission Docket No. PCD-22-08)

shall be, and is hereby, adopted as follows:

Section 1. BACKGROUND.

QMC Northbrook Holdings, LLC (***"QMC"***) is the contract purchaser of the property commonly known as 1657 Shermer Road ("***Property***"), which is owned by the Village of Northbrook (***"Village"***). Housing Opportunity Development Corporation (***"HODC"***) is the co-applicant for the zoning relief requested herein (QMC and HODC are sometimes collectively referred to as "***Applicant***"). The Village has consented to Applicant's petition for the Requested Relief, defined and described herein.

Applicant has proposed to construct a mixed-use planned development consisting of two residential buildings and one commercial structure on the Property. Specifically, (i) QMC intends to construct a multi-family residential building with a maximum of 318 units on five floors, and an approximately 6,500 square foot retail building that is intended to be used as an Eating Place (restaurant) open to the public with accessory outdoor seating on that portion of the Property designated as Sub-Area A; and (ii) QMC intends to donate that portion of the Property designated as Sub-Area B to HODC to allow for HODC to construct a multi-family residential building with 48 units on four floors to be used exclusively for Cost Effective Supportive Housing, as defined in the Development Agreement (collectively, the "***Planned Development***").

On [***INSERT DATE***], 2023, the Village President and Board of Trustees adopted: (i) Ordinance No. 2023-[***INSERT***] amending the Village's Zoning Code to allow an increase in maximum permitted height for Planned Developments within the VGRC Village Green Residential & Commercial District (***"VGRC District"***) from 45' and four stories to 64' and five stories; and (ii) Ordinance No. 2023-[***INSERT***] amending the Village District Zoning Map to rezone the Property from the from the I-1 Restricted Industrial District and R-5 Single Family Residential District to the VGRC District.

Applicant has requested the following additional relief from the Village of Northbrook's Zoning Code (1988), as amended ("***Zoning Code***") and the Village of Northbrook Subdivision and Development Code (1991), as amended ("***Subdivision Code***") to allow the construction of the Planned Development on the Property: (i) approval of a Tentative Plat; (ii) a special permit for a Mixed Use Planned Development (9820.01); (iii) a special permit for an Eating Place (Restaurant); (iv) a special permit for Outdoor Seating Accessory to Permitted Eating Place; (requests ii, iii, and iv are hereinafter referred to collectively as the "***Special Permits***"); (v) Development Concept Plan Approval; (vi) a variation from Section 9-105 of the Zoning Code to reduce the required number of loading spaces from 1

to 0; (vii) a variation from Section 8-711 of the Zoning Code to reduce the required interior yard (south) from 5' to 1'; (viii) a variation from Section 8-711 of the Zoning Code to reduce the required rear yard from 20' to 15' on south parcel; (ix) a variation from Section 8-711 of the Zoning Code to reduce the required rear yard from 20' to 4' on the north parcel (requests vi, vii, viii, and ix are hereinafter referred to collectively as the "***Variations***"); (x) a waiver of the requirement in the Zoning Code for parking garage ramps not to exceed 8% slope to allow a 15% slope ("***Waiver***"); (xi) exceptions to various Zoning Code requirements in conjunction with a Mixed-Use Planned Development application ("***Exceptions***") and (xii) Site Plan Approval. The approval of a Tentative Plat, Special Permits, Development Concept Plan Approval, the Variations, the Waiver, the Exceptions and the Site Plan Approval are collectively referred to hereinafter as the "***Requested Relief***."

The Architectural Control Commission ("***ACC***") reviewed the plans for the proposed construction of the Planned Development and recommended approval. An additional review and recommendation from the ACC will be required prior to final plan approval.

On May 11, 2022, the President and Board of Trustees adopted Ordinance No. 2022-21 approving a Purchase and Sale Agreement ("***PSA***") for the Property with Lennar Multifamily Communities, LLC, the predecessor in interest to QMC. The PSA was executed and effective as of that same date. Based on several material changes that were made to the proposed development during the review and consideration of the Requested Relief, including a reduction in height and density, and an increase in parking, QMC has requested an amendment to the PSA to allow for a reduction in price and for the ability to extend the date of the closing.

The President and the Board of Trustees have determined that it is in the best interest of the Village and its residents to grant the Requested Relief, as well as to approve the First Amendment to the PSA, in accordance with the terms and conditions of this Ordinance.

This Ordinance, and the actions and approvals by the Village set forth in this Ordinance are an exercise of the home rule authority of the Village of Northbrook.

Section 2. DESCRIPTION OF PROPERTY.

The Property consists of approximately 10.3 acres and is legally described in ***Exhibit A***, attached to and, by this reference, made a part of this Ordinance. The Property is located within the VGRC Village Green Residential & Commercial District. Sub-Area A of the Property, as depicted on the Development Concept Plan, corresponds to Lot 2 on the Tentative Plat and consists of approximately 8.8 acres. Sub-Area B of the Property, as depicted on the Development Concept Plan, corresponds to Lot 1 on the Tentative Plat and consists of approximately 1.5 acres.

Section 3. PUBLIC HEARINGS.

A public notice for the Requested Relief was duly published on September 29, 2022 in the *Northbrook Herald* and a public hearing was held at the Plan Commission's regular meetings on October 18, 2022 and November 1, 2022. On November 15, 2022, the Plan Commission formally adopted Resolution No. 22-PC-12 recommending denial of the Requested Relief.

Section 4. APPROVAL OF TENTATIVE PLAT.

Subject to and contingent upon the conditions set forth in Section 11 of this Ordinance, the "Tentative Plat of LMC Northbrook," prepared by V3 Companies, Ltd. and consisting of two sheets, with the most recent revision date of July 19, 2022, a copy of which is attached to and, by this reference, made a part of this Ordinance as ***Exhibit B*** ("***Tentative Plat***") is hereby approved.

Section 5. DEVELOPMENT CONCEPT PLAN APPROVAL.

Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 11 of this Ordinance, the Development Concept Plan for the Property, shall be, and is hereby, approved in accordance with and pursuant to Section 11-604 of the Zoning Code and the home rule powers of the Village. The Development Concept Plan depicts the following development on the Property:

A. "***Sub-Area A***" is to be comprised of:

(i) "***Sub-Area A Multifamily Residential***," upon which QMC will construct a multifamily rental apartment building; and

(ii) "***Sub-Area A Retail***," upon which QMC will construct a free-standing retail building;

B. "***Sub-Area B***" will be developed with a multi-family residential building to be used exclusive for Cost Effective Supportive Housing, as defined in the Development Agreement, which will be constructed by HODC.

The Development Concept Plan consists of the following plans and documents, all of which are attached to, and by this reference, collectively made a part of this Ordinance as ***Exhibit C***:

(i) Proposed Site Plan (Sub Area A), prepared by Antunovich Associates, consisting of 1 page, dated January 10, 2023.

(ii) Sub-Area A: Exterior Materials, Exterior Wall Axonometrics, Building Elevations, prepared by Antunovich Associates, consisting of 4 pages, dated January 10, 2023.

(iii) Sub-Area B: Site Plan, prepared by Cordogan Clark, consisting of 1 page, dated January 10, 2023.

(iv) Sub-Area B: Exterior Materials, Building Elevations, prepared by Cordogan Clark, consisting of 3 pages, dated January 10, 2023.

(v) Proposed Site Green Space, prepared by Antunovich Associates, consisting of 1 page, dated January 10, 2023.

(vi) Confluence: Ground Level Landscape Plan, prepared by Antunovich Associates, consisting of 4 pages, dated January 10, 2023.

(vii) Vehicular and Pedestrian Circulation Plan, prepared by Antunovich Associates, consisting of 1 page, dated January 10, 2023.

(viii) Preliminary Engineering Plans for 1657 Shermer, prepared by V3 Companies, Ltd., consisting of 11 pages, dated December 22, 2022.

Section 6. SPECIAL PERMITS FOR PLANNED DEVELOPMENT.

Subject to and contingent upon the conditions, restrictions, and provisions set forth in Section 11 of this Ordinance, a special permit for a Mixed Use Planned Development (9820.01) shall be

and is hereby granted for the Property in accordance with and pursuant to Sections 11-602 and 11-603 of the Code and the home rule powers of the Village of Northbrook:

As provided in Section 12 of this Ordinance, notwithstanding the zoning approvals granted by Sections 5, 6, and 7 of this Ordinance, no building permits shall be issued for any portion of the Planned Development unless and until the Final Plan for the Planned Development ("***Final Plan***") is approved by the Village in accordance with and pursuant to Paragraph 11-603 D4 of the Zoning Code, and following review and recommendation by the ACC.

Section 7. SPECIAL PERMITS FOR RESTAURANT USE (SUB-AREA A RETAIL).

Subject to and contingent upon the conditions, restrictions, and provisions set forth in Section 11 of this Ordinance, the following approvals are granted for Sub-Area A Retail in accordance with and pursuant to Section 11-602 of the Code and the home rule powers of the Village of Northbrook:

A. A special permit for an Eating Place (Restaurant); and

B. A special permit for Outdoor Seating Accessory to Permitted Eating Place.

Section 8. VARIATIONS.

Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 11 of this Ordinance, the following variations shall be, and are hereby granted for the Property, all in accordance with and pursuant to Section 11-503 of the Zoning Code and the home rule powers of the Village of Northbrook:

A. Variation to reduce required number of loading spaces from 1 to 0;

B. Variation to reduce the required interior yard (south) from 5' to 1' to accommodate parking for Sub-Area A;

C. Variation to reduce the required rear yard from 20' to 15' on south parcel for Sub-Area A; and

D. Variation to reduce the required rear yard from 20' to 4' on the north parcel to accommodate parking for Sub-Area B.

Section 9. WAIVER.

Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 11 of this Ordinance, a waiver of the Zoning Code Requirement for parking garage ramps not to exceed 8% slope to allow a 15% slope shall be, and is hereby granted for the area of the Property depicted on the Site Plan as Sub-Area A Multifamily, all in accordance with and pursuant to Section 9-104 of the Zoning Code and the home rule powers of the Village of Northbrook.

Section 10. EXCEPTIONS.

Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 11 of this Ordinance, the following exceptions shall be, and are hereby granted for the Property, all in accordance with and pursuant to Section 11-505 of the Zoning Code and the home rule powers of the Village of Northbrook:

A. Reduce the required lot area per dwelling unit from 1,815 square feet to 1,100 square feet;

B. Reduce the required number of off-street parking spaces for an affordable housing apartment building from 2 spaces per dwelling unit to 1.25 spaces per dwelling unit for Sub-Area B;

C. Reduce the required number of off-street parking spaces for an apartment building from 2 spaces per dwelling unit to 1.68 spaces per dwelling unit for Sub-Area A Multifamily Residential;

D. Not require installation of wheel stops in parking stalls that are not located adjacent to a curb;

E. Increase the maximum permitted parking garage slope from 5% to 6% for a parking garage accessory to an apartment building for Sub-Area A Multifamily Residential;

F. Increase the allowable square foot area of ground signs from 25 square feet, but not to exceed 100 square feet per sign face, for Sub-Area A; and

G. Increase the number of ground signs permitted in a planned development in the VGRC District from 2 to 3, and decrease the required space distance between signs from 300', but no less than 100' between signs.

Section 11. CONDITIONS.

The Requested Relief granted by this Ordinance is contingent upon the development, construction, use, operation, and maintenance of the Property being in substantial compliance with the following terms, conditions, and provisions:

A. Execution of Development Agreement. Execution by the Applicant, or its successor entities or direct affiliates, of the Development Agreement described and approved in Section 13 of this Ordinance ("***Development Agreement***").

B. Compliance with Approvals. Development, construction, use, operation, and maintenance of the Property being in substantial compliance with the Final Plan and the Development Agreement, and all plans incorporated therein, except for minor changes and site work approved by the Director of Development and Planning Services or the Village Engineer (for matters within their respective permitting authorities) in accordance with all applicable Village standards.

C. Compliance with Affordable Housing. Full and continued compliance with the Village's Affordable Housing Ordinance, Article IX, Part III of the Zoning Code, in the manner that is set forth in the Development Agreement.

D. Compliance with Climate Action Plan. Full and continued compliance with the Village's Climate Action Plan in the manner that is set forth in the Development Agreement.

Section 12. FINAL PLAN APPROVAL PROCESS.

The Final Plan approval process for the Planned Development shall proceed in accordance with Section 11-603-D4 of the Zoning Code. No building permits shall be issued for any portion of the Planned Development unless and until the Final Plan for the Planned Development is approved by the Village. The deadline for the submittal to the Village by Applicant of all required documents for Village consideration, review, and approval of the Final Plan shall be, and is hereby set at January 30, 2024, which date may be extended without further action by the President and Board of Trustees in the manner set forth in the Development Agreement. Pursuant to, and in accordance with, Section 11-101 L of the Zoning Code an extension of the otherwise applicable time limit for all Special Permits granted in this Ordinance shall be, and are hereby, extended to be one year after the date of Final Plan approval.

Section 13. APPROVAL OF DEVELOPMENT AGREEMENT.

The Development Agreement by and between the Village and Applicant is hereby approved in substantially the form attached to this Ordinance as ***Exhibit D***, and in a final form to be approved by the Village Manager and the Village Attorney. The Village Manager is hereby authorized and directed to execute the Development Agreement.

Section 14. APPROVAL OF FIRST AMENDMENT TO the PSA.

The First Amendment to Purchase and Sale Agreement by and between the Village and the Applicant allowing for (a) a modification to the purchase price amount; and (b) a right to extend the date of closing is hereby approved in substantially the form attached to this Ordinance as ***Exhibit E***, and in a final form to be approved by the Village Manager and the Village Attorney. The Village Manager is hereby authorized and directed to execute the First Amendment to Purchase and Sale Agreement.

Section 15. FAILURE TO COMPLY WITH CONDITIONS.

Upon failure or refusal of either Applicant to comply with any or all of the conditions, restrictions or provisions of this Ordinance applicable to that Applicant, the Requested Relief shall, at the sole discretion of the Village Board of Trustees, by ordinance duly adopted, be revoked and become null and void, but only with respect to the development and parcel of the defaulting Applicant; provided, however, that the Village Board of Trustees may not so revoke the Requested Relief unless it shall first provide the applicable Applicant with two months advance written notice of the reasons for revocation, an opportunity to be heard at a regular meeting of the Board of Trustees, and a reasonable opportunity to cure the failure to comply. In the event of revocation, the development and use of the applicable portion of the Property shall be governed solely by the regulations of the VGRC Village Green Residential & Commercial District, as the same may, from time to time, be amended. Further, in the event of such revocation of the Requested Relief, the Village Manager and Village Attorney are hereby authorized and directed to bring such zoning enforcement action as may be appropriate under the circumstances. Applicants acknowledge that public notices and hearings have been held with respect to the adoption of this Ordinance, have considered the possibility of the revocation provided for in this Section, and agree not to challenge any such revocation on the grounds of any procedural infirmity or any denial of any procedural right, provided that the notice to the applicable Applicant or their successor required by this Section is given.

Section 16. AMENDMENT TO THE REQUESTED RELIEF.

Any amendment to the Requested Relief granted by this Ordinance that may be requested by either Applicant after the effective date of this Ordinance may be granted only pursuant to the procedures, and subject to the standards and limitations, provided in the Zoning Code.; provided, however, that an amendment that affects only one of the two development parcels shall not require the consent of the owners or occupants of the non-affected development parcel.

Section 17. BINDING EFFECT; TRANSFERABILITY.

The privileges, obligations, and provisions of each and every Section of this Ordinance, shall be binding on each Applicant, except as otherwise expressly provided in this Ordinance. Nothing in this Ordinance shall be deemed to allow the relief granted by this Ordinance to be transferred to any person or entity unless and until (a) such person or entity ("***Transferee***") executes and files with the Village Clerk an unconditional agreement and consent to accept and abide by each and all of the terms, conditions, and limitations set forth in this Ordinance in a form acceptable to the Village Manager and Village Attorney and (b) the Board of Trustees has approved such transfer by resolution duly adopted.

Section 18. EFFECTIVE DATE.

A. This Ordinance shall be effective only upon the occurrence of all of the following events:

i. passage by the Board of Trustees of the Village of Northbrook by a majority vote in the manner required by law;

ii. publication in pamphlet form in the manner required by law; and

iii. recordation of this Ordinance, together with such exhibits as the Village Clerk shall deem appropriate for recordation, with the Office of the Cook County Clerk. Applicants shall bear the full cost of such recordation.

B. In the event that the Applicant does not file with the Village Clerk a fully executed copy of the Development Agreement within 30 days after the date of passage of this Ordinance by the President and Board of Trustees, the corporate authorities shall have the right, in their sole discretion, to declare this Ordinance null and void and of no force or effect.

Scheduled: 1/24/2023

ATTEST:

_____
Village President

_____
Village Clerk

Attachment: Exhibit A of Ordinance - Legal Description (6499 : An Ordinance Granting Approval of Special Permits, Development Concept Plan,

EXHIBIT A

LEGAL DESCRIPTION OF PROPERTY

PARCEL 1:

LOTS 11 TO 19 INCLUSIVE, IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR, BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT THE EAST 30 FEET FOR STREET) AND THAT PART OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, LYING EAST OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD AND THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT RAILROAD) IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

ALL THAT PART OF VACATED ILLINOIS ROAD LYING SOUTH OF THE SOUTH LINE OF LOTS 11 TO 19 AND SOUTH OF THE SOUTH LINE OF LOT 11 EXTENDED WEST 8 FEET AND SOUTH OF THE SOUTH LINE OF LOT 19 EXTENDED EAST TO THE WESTERLY RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, (EXCEPT THAT PART OF VACATED ILLINOIS STREET LYING SOUTH OF AND ADJOINING THE SOUTH LINE OF LOT 11 EXTENDED WEST A DISTANCE OF 8.00 FEET TO THE CENTERLINE OF A NORTH/SOUTH ALLEY LYING WEST OF AND ADJOINING SAID LOT 11; WEST OF THE WEST LINE OF LOT 11 EXTENDED SOUTH AND EAST OF THE CENTERLINE OF SAID ALLEY EXTENDED SOUTH SAID LOT 11 IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR, BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, (EXCEPT THE EAST 30 FEET FOR STREET) AND THAT PART OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 LYING EAST OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD AND THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT RAILROAD) IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, AS DESCRIBED IN THE SPECIAL WARRANTY DEED RECORDED ON SEPTEMBER 4, 1987, AS DOCUMENT NUMBER LR3649417).

PARCEL 3:

THAT PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT IN THE WEST LINE OF SAID NORTHWEST 1/4, 150 FEET SOUTH OF THE NORTH LINE OF SAID 1/4 SECTION; THENCE SOUTH ALONG SAID WEST LINE A DISTANCE OF 376 FEET; THENCE EAST PARALLEL TO THE NORTH LINE OF SAID 1/4 SECTION, A DISTANCE OF 871.66 FEET TO THE WESTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD; THENCE NORTHWESTERLY ALONG THE WESTERLY LINE OF SAID RIGHT OF WAY, A DISTANCE OF 394.10 FEET; THENCE WEST PARALLEL TO THE NORTH LINE OF SAID 1/4 SECTION TO THE PLACE OF BEGINNING (EXCEPTING FROM SAID PARCEL THAT PART DEDICATED FOR SHERMER ROAD BY

DOCUMENT NUMBER LR 2832561 AND ALSO EXCEPT THE WEST 33 FEET OF SAID PARCEL TAKEN OR USED FOR SHERMER ROAD) IN COOK COUNTY, ILLINOIS.

PARCEL 4:

THE NORTH 150.0 FEET (EXCEPT THE SOUTH 120 FEET OF THE EAST 152 FEET OF THE WEST 185 FEET THEREOF AND ALSO EXCEPT THE NORTH 30 FEET OF THE EAST 143 FEET OF THE WEST 176 FEET THEREOF) OF THAT PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE NORTH LINE OF SAID SECTION 15, AND THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD; THENCE WEST ON SAID NORTH LINE 701.90 FEET TO THE NORTHWEST CORNER OF SAID SECTION 15; THENCE SOUTH ON THE WEST LINE OF SAID SECTION 1091.10 FEET; THENCE EAST ON A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION TO THE WEST LINE OF SAID RAILROAD RIGHT OF WAY; THENCE NORTHWESTERLY ALONG THE WEST LINE OF SAID RAILROAD RIGHT OF WAY TO THE PLACE OF BEGINNING, (EXCEPTING FROM SAID PARCEL THAT PART DEDICATED FOR SHERMER ROAD BY DOCUMENT NUMBER LR 2832561 AND ALSO EXCEPT THE WEST 33 FEET OF SAID PARCEL TAKEN OR USED FOR SHERMER ROAD) IN COOK COUNTY, ILLINOIS.

PARCEL 5:

NON-EXCLUSIVE EASEMENT FOR DRAINAGE PURPOSES FOR THE BENEFIT OF PARCELS 1, 2, 3, AND 4 AS SET FORTH IN DECLARATION OF RESTRICTIVE COVENANTS RECORDED SEPTEMBER 4, 1987 AS DOCUMENT 87490251 AND FILED SEPTEMBER 4, 1987 AS DOCUMENT LR 3649416.

P.I.N.: 04-15-100-047-0000

Commonly known as 1657 Shermer Road, Northbrook, Illinois

Attachment: Exhibit A of Ordinance - Legal Description (6499 : An Ordinance Granting Approval of Special Permits, Development Concept Plan,

EXHIBIT B

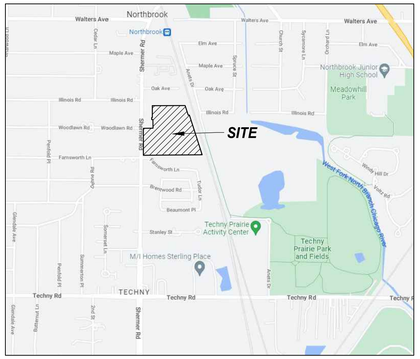
TENTATIVE PLAT

Attachment: Exhibit B of Ordinance - Tentative Plat (6499 : An Ordinance Granting Approval of Special Permits, Development Concept Plan,

TENTATIVE PLAT OF LMC NORTHBROOK

PART OF THE SOUTHWEST 1/4 OF SECTION 10, AND PART OF THE NORTHWEST QUARTER OF SECTION 15, ALL IN TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PIN:
04-10-315-038
04-15-100-047



VICINITY MAP
NOT TO SCALE

FLOOD HAZARD NOTE

THIS PROPERTY IS DETERMINED TO BE IN AREA OF MINIMAL FLOOD HAZARD (ZONE X) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF COOK COUNTY, ILLINOIS & INCORPORATED AREAS (COMMUNITY PANEL NO. 17031C0227J) EFFECTIVE DATE 8/19/2008.

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE 42° 07' 25.10143" N
LONGITUDE 87° 49' 36.81481" W
ELLIPSOIDAL HEIGHT: 538.703 SFT
GROUND SCALE FACTOR 1.0000291354
ALL MEASUREMENTS ARE ON THE GROUND.

STATE PLANE MERIDIAN

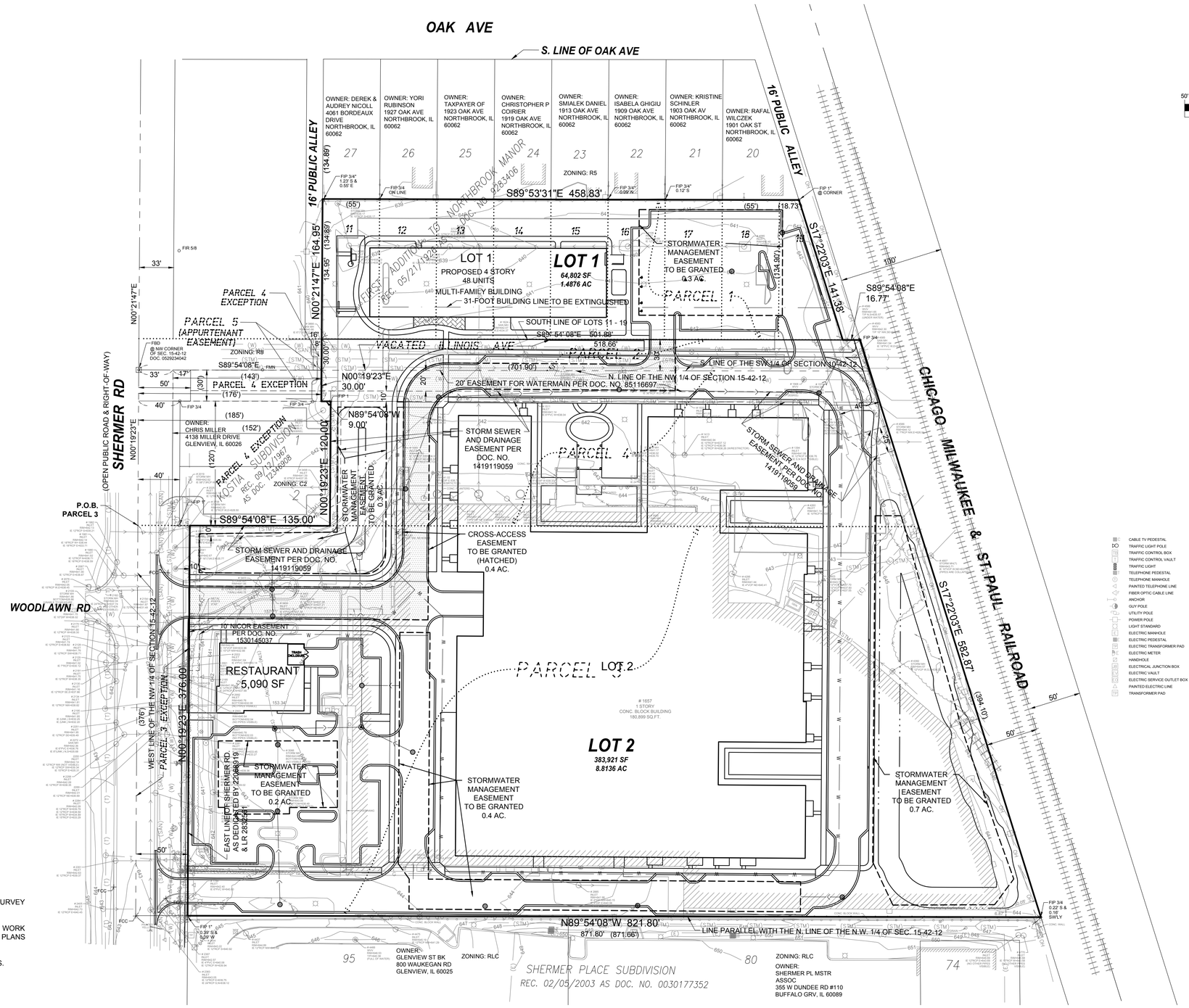
GRAPHIC SCALE

50' 0 25' 50' 100' 200'

1" = 50'

AREA

LOT 1	64,802 SQ. FT	1.5 ACRES
LOT 2	383,921 SQ. FT	8.8 ACRES
TOTAL	448,723 SQ. FT	10.3 ACRES



OWNER/DEVELOPER

Lennar Multifamily Communities, L.L.C.
1300 E. Woodfield Road, Suite 304
Schaumburg,Illinois 60173
312 342 7704
Contact: Jeff Woll

ENGINEER

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Chuck Bartosz, PLS
cbartosz@v3co.com

SURVEYOR'S NOTES:

1. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS.
2. SETBACKS AND EASEMENTS SHOWN HEREON ARE PER ALTA / NSPS LAND TITLE SURVEY PREPARED BY V3 COMPANIES, LTD, DATED MAY 24, 2022.
3. HALF-TONED LINE WORK REPRESENTS EXISTING CONDITIONS. BOLD-TONED LINE WORK REPRESENTS PROPOSED CONDITIONS. SEE ALSO PRELIMINARY ENGINEERING PLANS PREPARED BY V3 COMPANIES.
4. THE AVERAGE DAILY TRAFFIC GENERATED BY THE PROJECT IS 529 PEAK HOUR TRIPS.

LEGEND

CABLE TV PEDESTAL
TRAFFIC LIGHT POLE
TRAFFIC CONTROL BOX
TRAFFIC CONTROL VAULT
TRAFFIC LIGHT
TELEPHONE PEDESTAL
TELEPHONE MANHOLE
PAINTED TELEPHONE LINE
FIBER OPTIC CABLE LINE
ANCHOR
GUY POLE
UTILITY POLE
POWER POLE
LIGHT STANDARD
ELECTRIC MANHOLE
ELECTRIC PEDESTAL
ELECTRIC TRANSFORMER PAD
ELECTRIC METER
HANDHOLE
ELECTRICAL JUNCTION BOX
ELECTRIC VAULT
ELECTRIC SERVICE OUTLET BOX
PAINTED ELECTRIC LINE
TRANSFORMER PAD

PAINTED GAS LINE
GAS VALVE
GAS METER
GAS VALVE VAULT
GAS METER
PIPELINE MARKER
MONITORING WELL
POST INDICATOR VALVE
WELL HEAD
FLAGPOLE
MAILBOX
SIGN
POST
PUBLIC PAY TELEPHONE
PARKING METER
WETLAND MARKER
BASKETBALL HOOP
AIR CONDITIONER PAD/UNIT
DECIDUOUS TREE W/ TRUNK SIZE
NON-DECIDUOUS TREE W/ TRUNK SIZE
BUSH
SOIL BORING HOLE W/ NUMBER

HEADWALL
CURB INLET
STORM INLET
STORM MANHOLE
FLARED END SECTION
CLEANOUT
SANITARY MANHOLE
HOSE BIB
B-BOX
HYDRANT
WATER VALVE
WATER VALVE VAULT
PAINTED WATER LINE
IRRIGATION HEAD
IRRIGATION CONTROL VALVE
WATER METER

EXISTING FENCELINE (CHAIN LINK)
EXISTING FENCELINE (WOOD)
EXISTING FENCELINE (WIRE)
GUARDRAIL
RAILROAD TRACKS
UNDERGROUND CABLE TV
UNDERGROUND CABLE TV(ATLAS INFO.)
UNDERGROUND FIBER OPTIC CABLE(ATLAS)
UNDERGROUND ELECTRIC
UNDERGROUND ELECTRIC(ATLAS INFO.)
UNDERGROUND TELEPHONE
UNDERGROUND TELEPHONE(ATLAS INFO.)
GAS MAIN
GAS MAIN(ATLAS INFO.)
WATER MAIN
WATER MAIN (ATLAS INFO.)
SANITARY SEWER
SANITARY SEWER(ATLAS INFO.)
STORM SEWER
STORM SEWER(ATLAS INFO.)
EDGE OF WATER
OVERHEAD WIRES
CURB
DEPRESSED CURB
EXISTING CONTOUR LINE

SECTION CORNER
QUARTER SECTION CORNER
PROPERTY LINE
EXISTING RIGHT-OF-WAY LINE
PROPOSED RIGHT-OF-WAY LINE
EXISTING LOT LINE
PROPOSED LOT LINE
EX. & PRO. CENTERLINE
EXISTING EASEMENT LINE
PROPOSED EASEMENT LINE
EX. & PRO. BUILDING SETBACK LINE
SECTION LINE
UNDERLYING LOT LINE & PARCEL DESIGNATION

FOUND DISK IN CONCRETE
FBD FOUND BRASS DISC
FOUND ROW MARKER
FIR FOUND IRON ROD
FRS FOUND RAILROAD SPIKE
FPK FOUND PK NAIL
FMG FOUND MAG NAIL
FCC FOUND CUT CROSS
FIP FOUND IRON PIPE
FIB FOUND IRON BAR
TP SET TRAVERSE POINT
SPK SET PK NAIL
SMG SET MAG NAIL
SIP SET IRON PIPE
SBM SET CONCRETE MONUMENT WITH BRASS DISC
SCM SET CONCRETE MONUMENT WITH IRON PIPE

ABBREVIATIONS

N NORTH
S SOUTH
E EAST
W WEST
CB CHORD BEARING
A ARC LENGTH
R RADIUS
U.E. UTILITY EASEMENT
P.U.E. PUBLIC UTILITY EASEMENT
D.E. DRAINAGE EASEMENT
EX. EXISTING
PRO. PROPOSED
PC POINT OF CURVATURE
PCC POINT OF COMPOUND CURVATURE
PRC POINT OF REVERSE CURVATURE
PT POINT OF TANGENCY
(REC) RECORD DATUM
MEAS. MEASURED DATUM
[CALC] CALCULATED DATUM
<DEED> INFORMATION TAKEN FROM DEED
ETBE EXCEPTION TO BLANKET EASEMENT
M.U.E. MUNICIPAL UTILITY EASEMENT
I.E. INGRESS & EGRESS EASEMENT

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
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630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
LENNAR MULTIFAMILY COMMUNITIES, L.L.C.
1300 E. WOODFIELD RD, SUITE 304
SCHAUMBURG, IL 60173
312-342-7704

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

TENTATIVE PLAT
LMC NORTHBROOK, ILLINOIS, 1657 SHERMER ROAD

DRAFTING COMPLETED:	07/19/22	DRAWN BY:	SPK	PROJECT MANAGER:	CWB
FIELD WORK COMPLETED:	N/A	CHECKED BY:	CWB	SCALE:	1" = 50'

Project No: 220603
Group No: VP04.1
SHEET NO. 1 of 2

Attachment: Exhibit B of Ordinance - Tentative Plat (6499 : An Ordinance Granting Approval of Special Permits, Development Concept Plan, Variations, Exceptions.)

TENTATIVE PLAT
OF
LMC NORTHBROOK

PART OF THE SOUTHWEST 1/4 OF SECTION 10, AND PART OF THE NORTHWEST QUARTER OF SECTION 15, ALL IN TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PIN:
04-10-315-038
04-15-100-047

LEGAL DESCRIPTION

PARCEL 1:

LOTS 11 TO 19 INCLUSIVE, IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR, BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT THE EAST 30 FEET FOR STREET) AND THAT PART OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, LYING EAST OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD AND THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT RAILROAD) IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

ALL THAT PART OF VACATED ILLINOIS ROAD LYING SOUTH OF THE SOUTH LINE OF LOTS 11 TO 19 AND SOUTH OF THE SOUTH LINE OF LOT 11 EXTENDED WEST 8 FEET AND SOUTH OF THE SOUTH LINE OF LOT 19 EXTENDED EAST TO THE WESTERLY RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, (EXCEPT THAT PART OF VACATED ILLINOIS STREET LYING SOUTH OF AND ADJOINING THE SOUTH LINE OF LOT 11 EXTENDED WEST A DISTANCE OF 8.00 FEET TO THE CENTERLINE OF A NORTH/SOUTH ALLEY LYING WEST OF AND ADJOINING SAID LOT 11; WEST OF THE WEST LINE OF LOT 11 EXTENDED SOUTH AND EAST OF THE CENTERLINE OF SAID ALLEY EXTENDED SOUTH SAID LOT 11 IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR, BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, (EXCEPT THE EAST 30 FEET FOR STREET) AND THAT PART OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 LYING EAST OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD AND THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT RAILROAD) IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, AS DESCRIBED IN THE SPECIAL WARRANTY DEED RECORDED ON SEPTEMBER 4, 1987, AS DOCUMENT NUMBER LR3649417).

PARCEL 3:

THAT PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT IN THE WEST LINE OF SAID NORTHWEST 1/4, 150 FEET SOUTH OF THE NORTH LINE OF SAID 1/4 SECTION; THENCE SOUTH ALONG SAID WEST LINE A DISTANCE OF 376 FEET; THENCE EAST PARALLEL TO THE NORTH LINE OF SAID 1/4 SECTION, A DISTANCE OF 871.66 FEET TO THE WESTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD; THENCE NORTHWESTERLY ALONG THE WESTERLY LINE OF SAID RIGHT OF WAY, A DISTANCE OF 394.10 FEET; THENCE WEST PARALLEL TO THE NORTH LINE OF SAID 1/4 SECTION TO THE PLACE OF BEGINNING (EXCEPTING FROM SAID PARCEL THAT PART DEDICATED FOR SHERMER ROAD BY DOCUMENT NUMBER LR 2832561 AND ALSO EXCEPT THE WEST 33 FEET OF SAID PARCEL TAKEN OR USED FOR SHERMER ROAD) IN COOK COUNTY, ILLINOIS.

PARCEL 4:

THE NORTH 150.0 FEET (EXCEPT THE SOUTH 120 FEET OF THE EAST 152 FEET OF THE WEST 185 FEET THEREOF AND ALSO EXCEPT THE NORTH 30 FEET OF THE EAST 143 FEET OF THE WEST 176 FEET THEREOF) OF THAT PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE NORTH LINE OF SAID SECTION 15, AND THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD; THENCE WEST ON SAID NORTH LINE 701.90 FEET TO THE NORTHWEST CORNER OF SAID SECTION 15; THENCE SOUTH ON THE WEST LINE OF SAID SECTION 1091.10 FEET; THENCE EAST ON A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION TO THE WEST LINE OF SAID RAILROAD RIGHT OF WAY; THENCE NORTHWESTERLY ALONG THE WEST LINE OF SAID RAILROAD RIGHT OF WAY TO THE PLACE OF BEGINNING, (EXCEPTING FROM SAID PARCEL THAT PART DEDICATED FOR SHERMER ROAD BY DOCUMENT NUMBER LR 2832561 AND ALSO EXCEPT THE WEST 33 FEET OF SAID PARCEL TAKEN OR USED FOR SHERMER ROAD) IN COOK COUNTY, ILLINOIS.

PARCEL 5:

NON-EXCLUSIVE EASEMENT FOR DRAINAGE PURPOSES FOR THE BENEFIT OF PARCELS 1, 2, 3, AND 4 AS SET FORTH IN DECLARATION OF RESTRICTIVE COVENANTS RECORDED SEPTEMBER 4, 1987 AS DOCUMENT 87490251 AND FILED SEPTEMBER 4, 1987 AS DOCUMENT LR 3649416.

VILLAGE PRESIDENT

STATE OF ILLINOIS)
COUNTY OF)
)SS

APPROVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF NORTHBROOK, ILLINOIS ON THIS _____ DAY OF _____ , 20 ____.

_____
VILLAGE PRESIDENT

ATTEST: _____
VILLAGE CLERK

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF)
)SS

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF NORTHBROOK, ILLINOIS ON THIS _____ DAY OF _____ , 20 ____.

_____
CHAIRMAN

VILLAGE ENGINEER

STATE OF ILLINOIS)
COUNTY OF)
)SS

APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF NORTHBROOK, ILLINOIS ON THIS _____ DAY OF _____ , 20 ____.

_____
VILLAGE ENGINEER

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, CHARLES W. BARTOSZ, AN ILLINOIS PROFESSIONAL LAND SURVEYOR DO HEREBY CERTIFY THAT THE PLAT HEREON DRAWN WAS PREPARED AT AND UNDER MY DIRECTION. ALL DIMENSIONS SHOWN ARE IN FEET AND DECIMAL PARTS THEREOF.

GIVEN UNDER MY HAND AND SEAL THIS 26TH DAY OF JULY, A.D., 2022.

_____
CHARLES W. BARTOSZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3188
MY LICENSE EXPIRES ON NOVEMBER 30, 2022.
V3 COMPANIES , LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2023.
cbartosz@v3co.com

CHARLES W. BARTOSZ 3188 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WOODRIDGE, ILLINOIS

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
LENNAR MULTIFAMILY COMMUNITIES, L.L.C.
1300 E. WOODFIELD RD, SUITE 304
SCHAUMBURG, IL 60173
312-342-7704

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

TENTATIVE PLAT

LMC NORTHBROOK, ILLINOIS, 1657 SHERMER ROAD

DRAFTING COMPLETED:	07/19/22	DRAWN BY:	SPK	PROJECT MANAGER:	CWB
FIELD WORK COMPLETED:	N/A	CHECKED BY:	CWB	SCALE:	1" = N/A

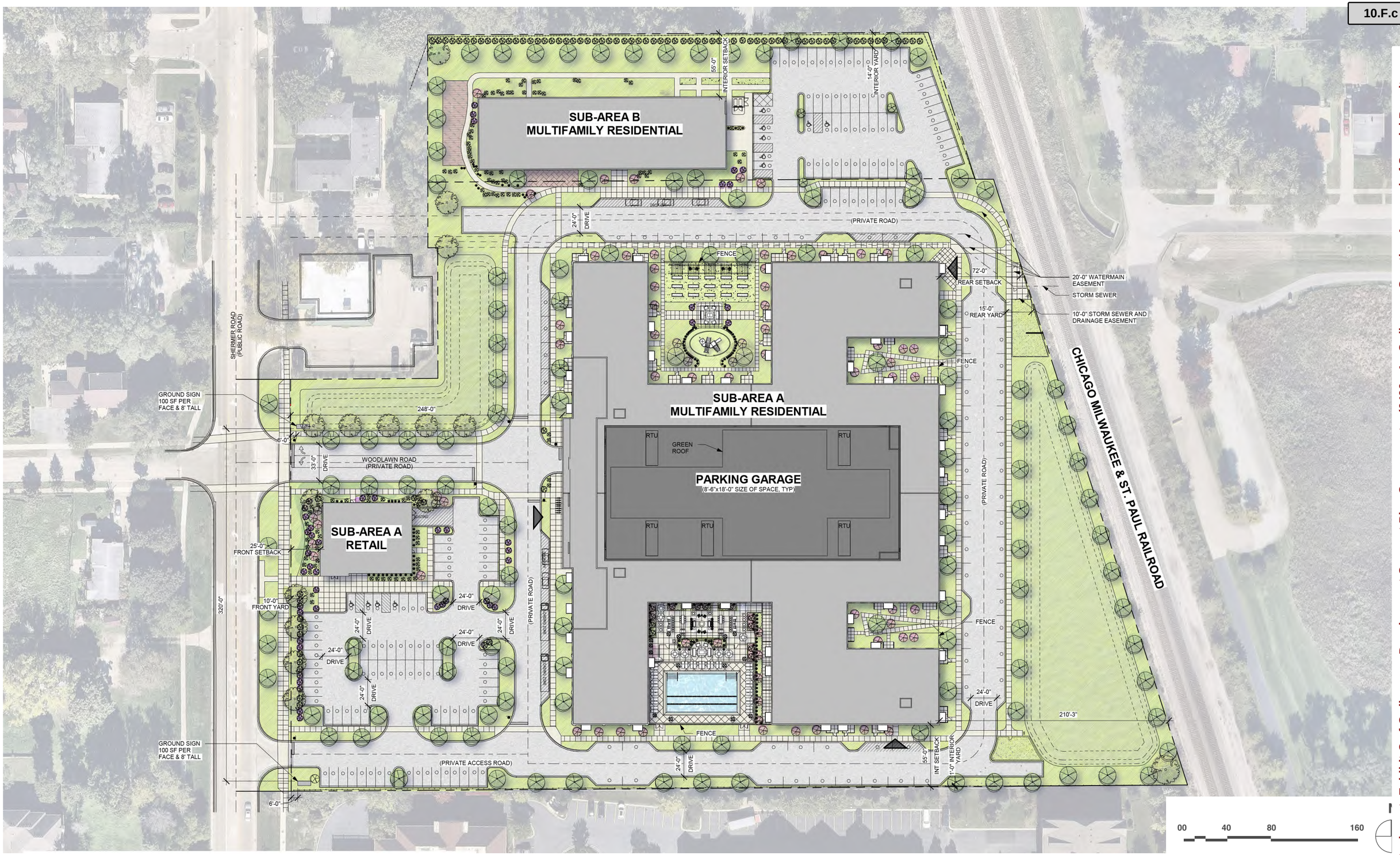
Project No: 220603
Group No: VP04.1
SHEET NO. 2 of 2

Attachment: Exhibit B of Ordinance - Tentative Plat (6499 : An Ordinance Granting Approval of Special Permits, Development Concept Plan, Variations, Exceptions)

EXHIBIT C

DEVELOPMENT CONCEPT PLAN COMPONANTS

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits,



Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits,

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT

PROPOSED SITE PLAN

NORTHBROOK, ILLINOIS • JANUARY

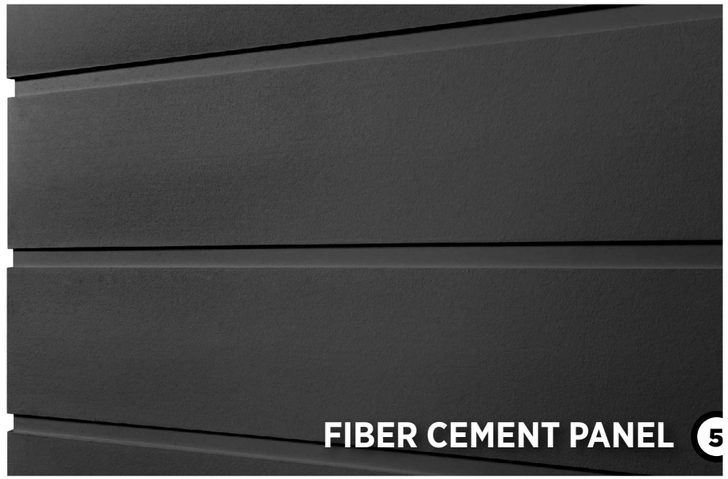




INSULATED WINDOWS & TERRACE DOORS 6



ORNAMENTAL LIGHT FIXTURES 7



FIBER CEMENT PANEL 5



GRANITE BASE 1



CAST STONE 2



BRICK 1 3



BRICK 2 4

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits,

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: EXTERIOR MATERIALS



WALL TYPE 01



WALL TYPE 02



WALL TYPE 03

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits,

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: EXTERIOR WALL AXONOMETRICS



OVERALL SOUTH ELEVATION



OVERALL WEST ELEVATION

00 16 32 64

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: BUILDING ELEVATIONS

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits,



OVERALL EAST ELEVATION



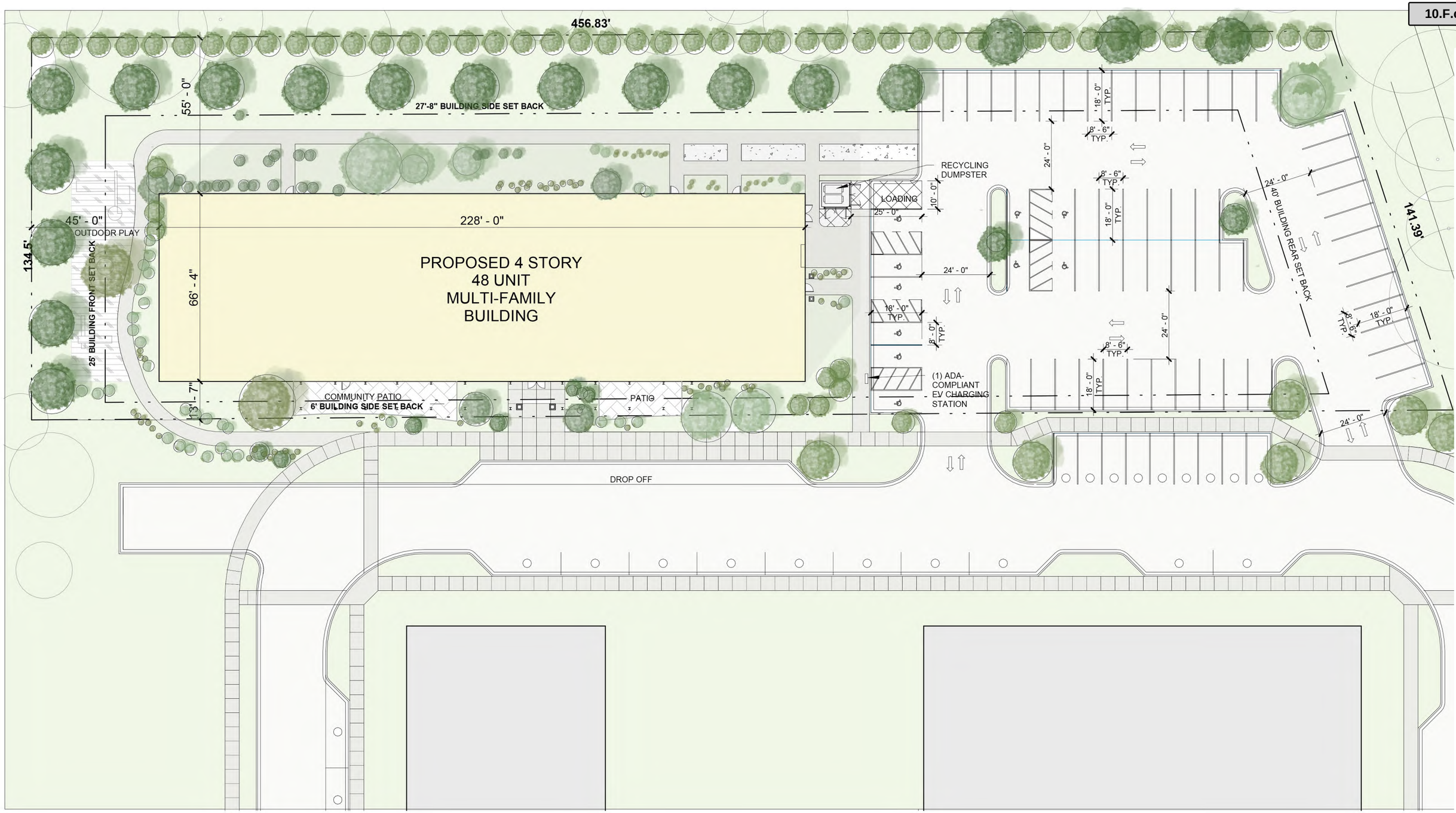
OVERALL NORTH ELEVATION

00 16 32 64

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA A: BUILDING ELEVATIONS

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits,



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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT

SUB-AREA B: SITE PLAN

NORTHBROOK, ILLINOIS • JANUARY

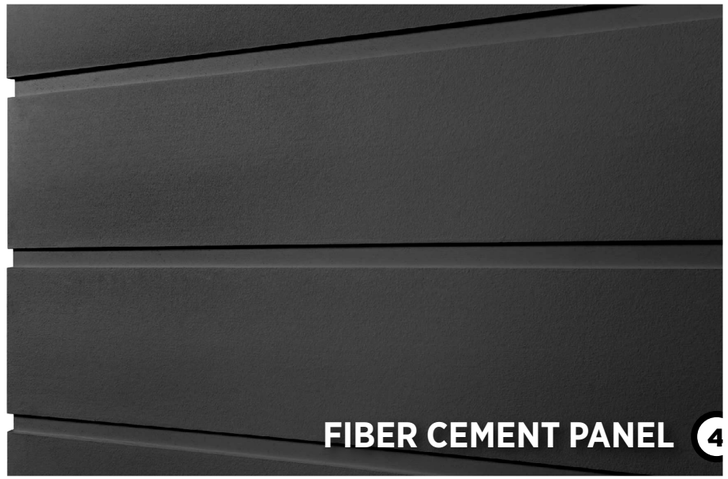




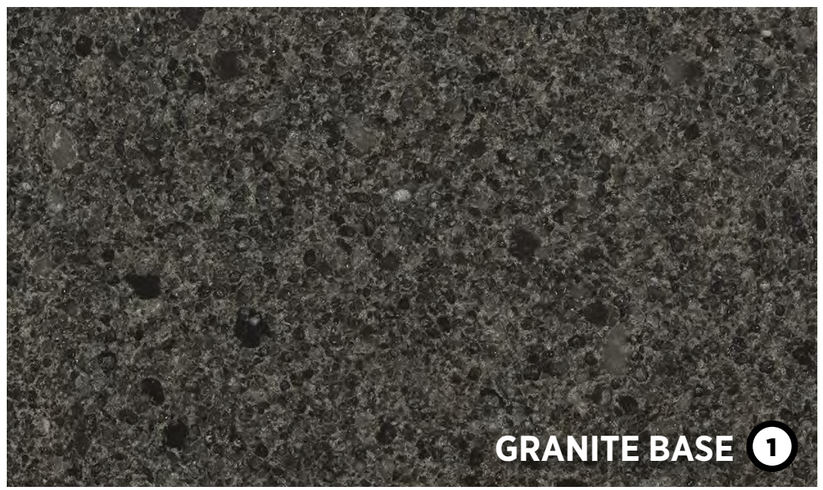
INSULATED WINDOWS & TERRACE DOORS 5



ORNAMENTAL LIGHT FIXTURES 6



FIBER CEMENT PANEL 4



GRANITE BASE 1



BRICK 1 2



BRICK 2 3

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits,

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA B: EXTERIOR MATERIALS



1 SOUTH ELEVATION
1/16" = 1'-0"



2 NORTH ELEVATION
1/16" = 1'-0"

00 08 16 32

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits,

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA B: BUILDING ELEVATIONS



1 WEST ELEVATION
1/16" = 1'-0"



2 EAST ELEVATION
1/16" = 1'-0"

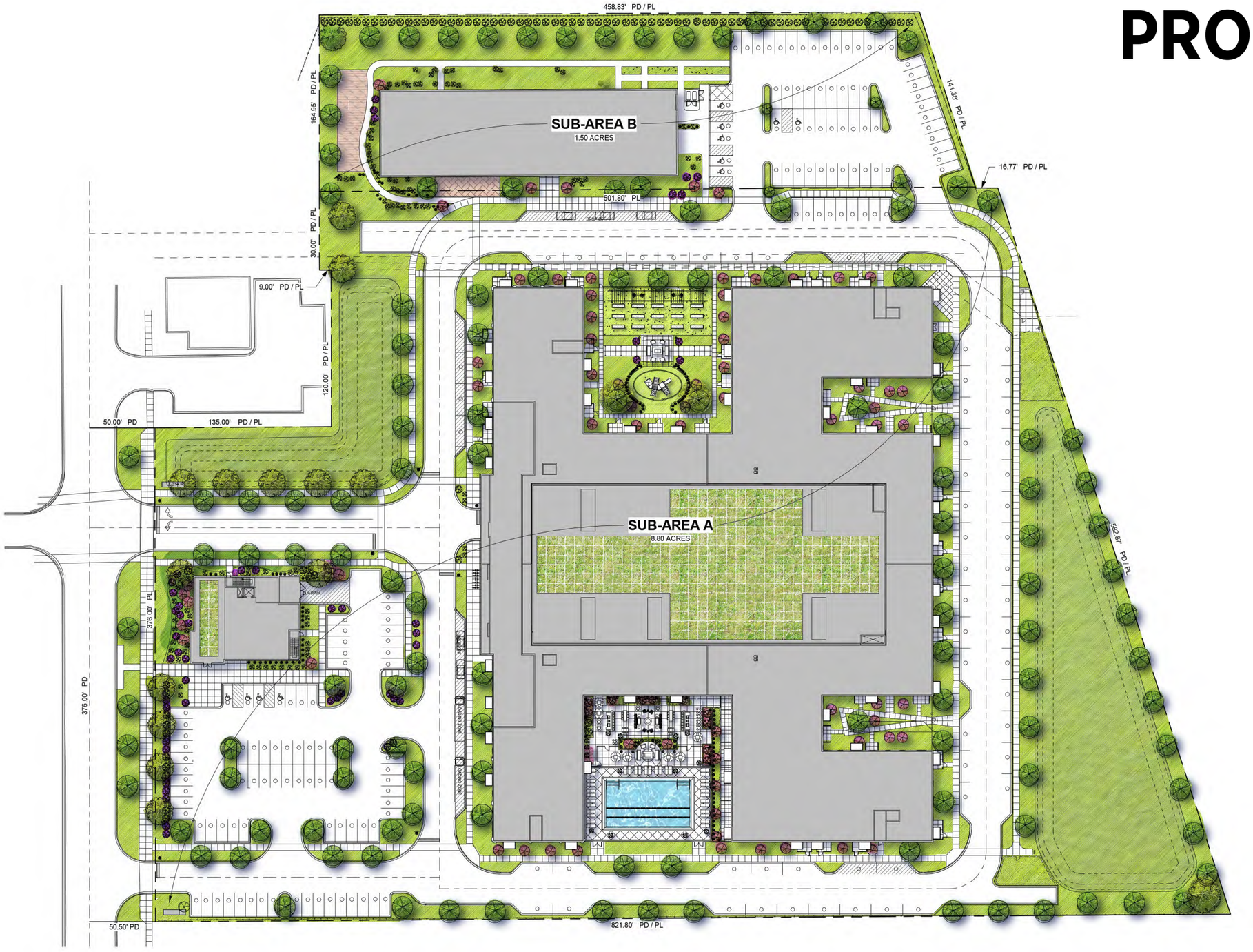
00 08 16 32

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits,

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

SUB-AREA B: BUILDING ELEVATIONS

PROPOSED



Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits,

1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

PROPOSED SITE GREEN SPACE

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY

LANDSCAPE CALCULATIONS

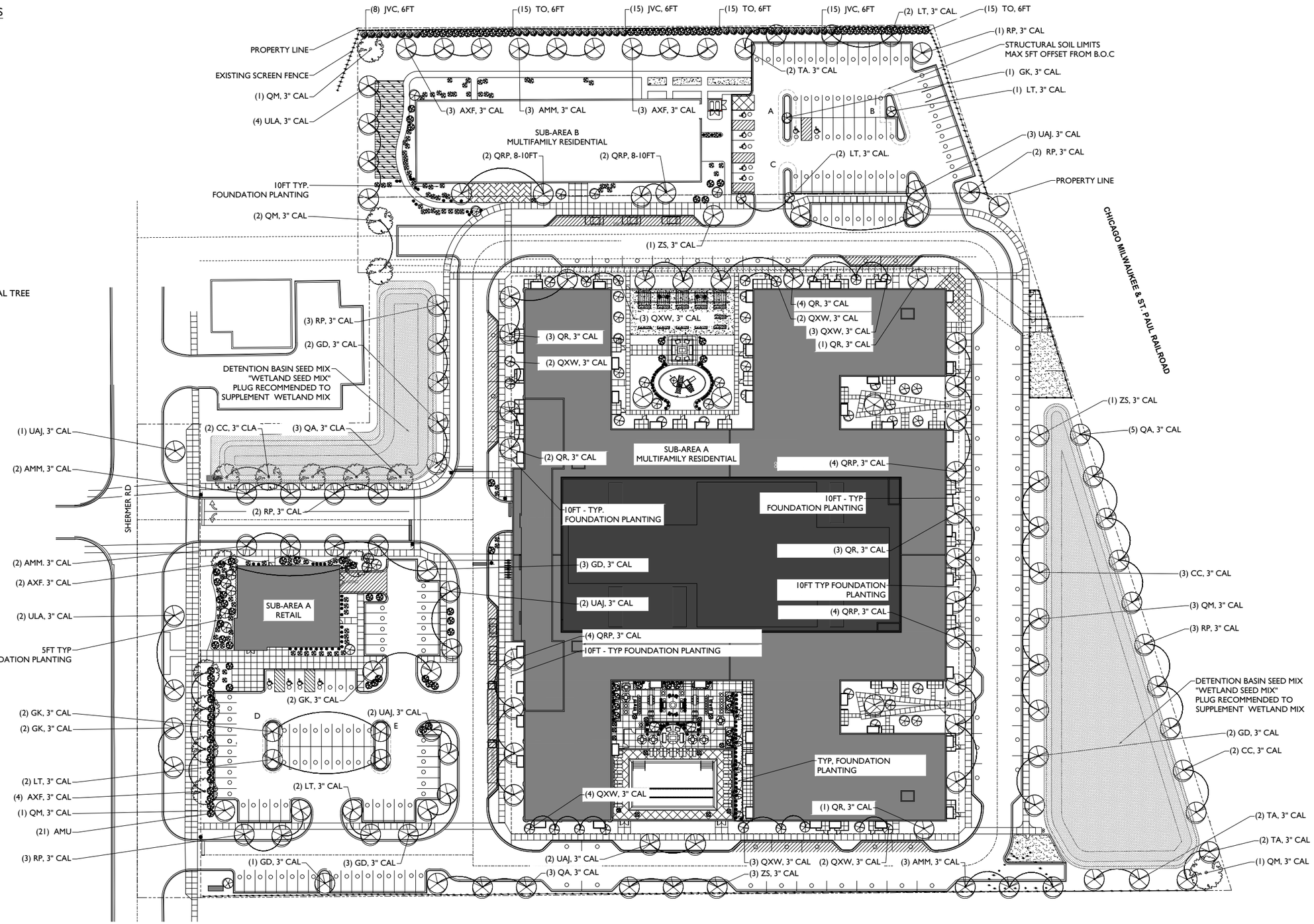
BUFFER REQUIREMENTS: L1 CLASS
WIDTH = 10'-0"
WIDTH = 5'-0"

PERIMETER PLANTING
1 TREE PER 45LF

PARKING LOT PLANTING
BUFFER REQUIREMENTS:
SHRUB SCREEN = 4'-6' HT
1 TREE PER 8 PARKING SPACES

LEGEND

- SHADE TREE
- COLUMNAR/ORNAMENTAL TREE
- EVERGREEN HEDGE
- DETENTION BASIN MIX



1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

CONFLUENCE: GROUND LEVEL LANDSCAPE PLAN

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY

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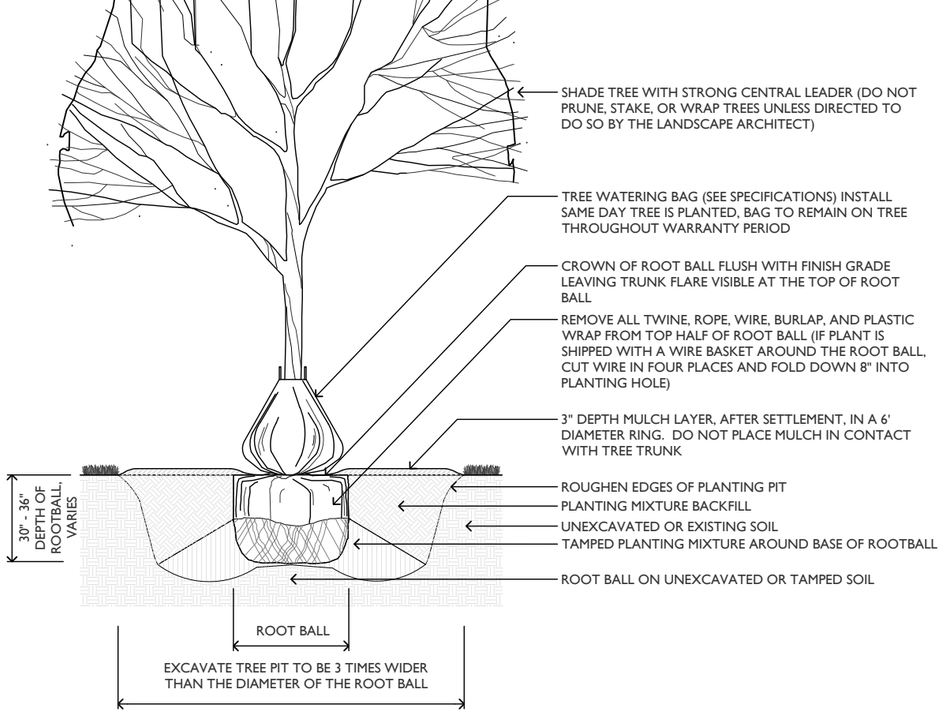
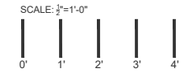
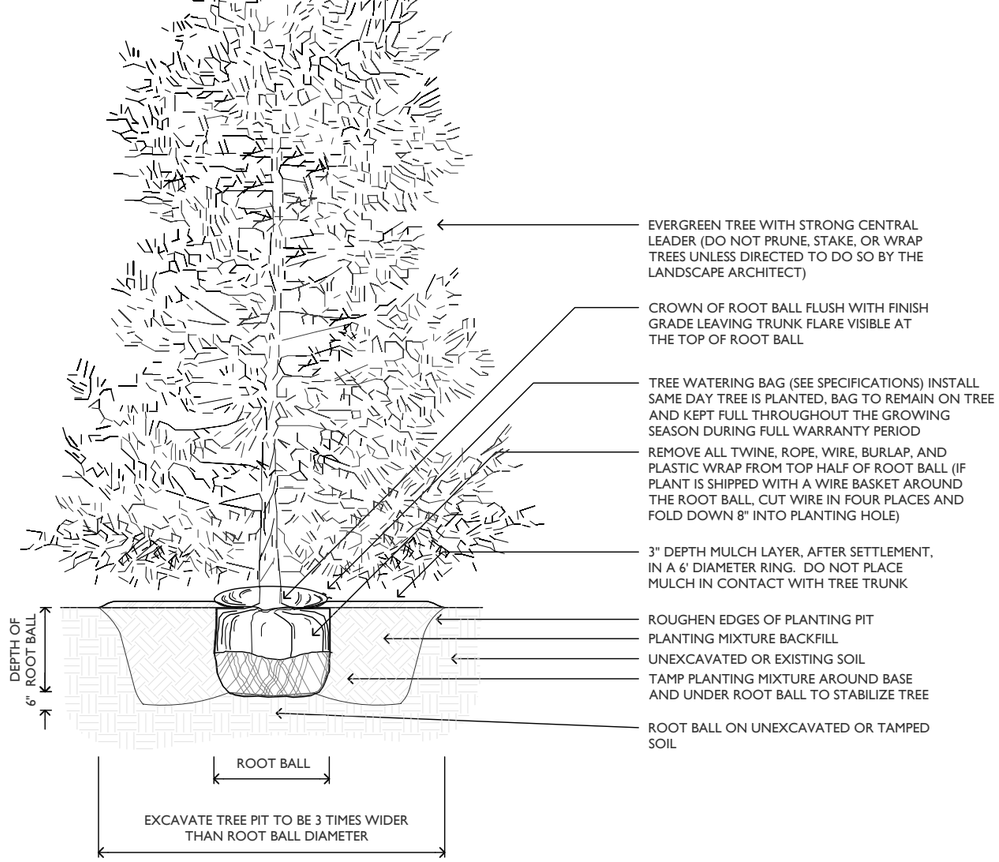


1 L400 DECIDUOUS TREE INSTALLATION, TYP

SCALE: 1"=1'-0"

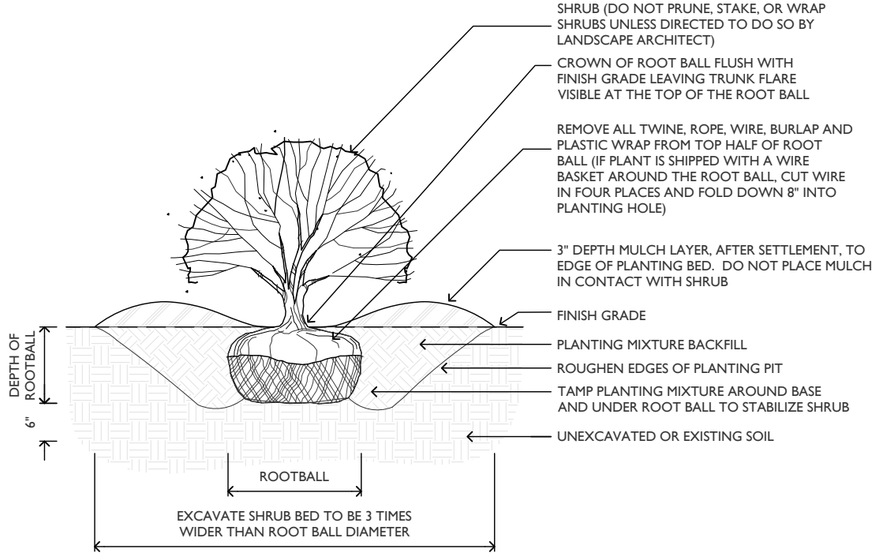




2 L400 DECIDUOUS TREE INSTALLATION, TYP

SCALE: 1"=1'-0"

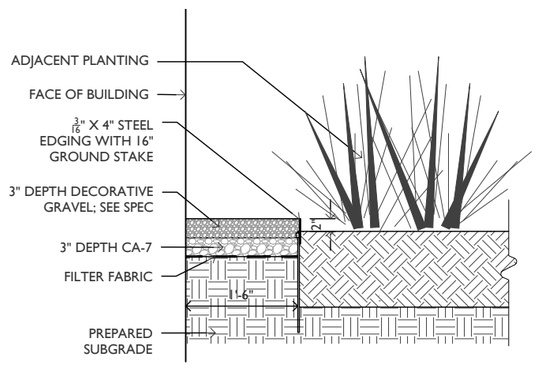




3 L400 SHRUB INSTALLATION, TYP

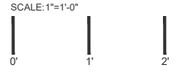
SCALE: 1"=1'-0"





4 L400 DRAINAGE STRIP

SCALE: 1"=1'-0"



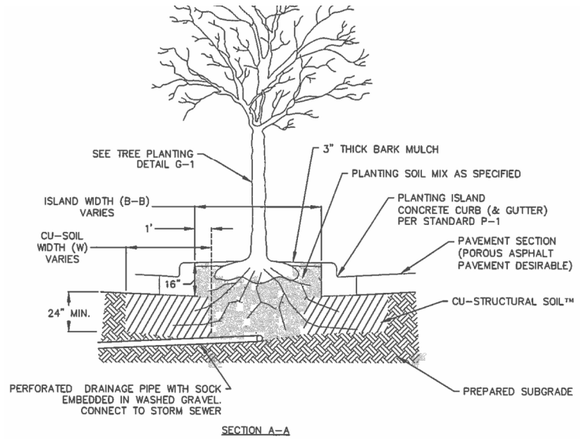
Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits,

GROUND LEVEL PLANT PALETTE

PLANT LIST

	CODE	BOTANICAL NAME	COMMON NAME	QTY	CAL	HT	SPRD	ROOT	REMARKS
TREES	RP	ROBINIA PSEUDOACACIA	BLACK LOCUST 'CHICAGO BLUES'	14	3"	-	-	B&B	SPACING PER PLAN
	GD	GYMNOCLADUS DIOICUS	KENTUCKY COFFEE TREE	11	3"	-	-	B&B	SPACING PER PLAN
	TA	TILIA AMERICANA	AMERICAN LINDEN 'AMERICAN SENTRY'	06	3"	-	-	B&B	SPACING PER PLAN
	LT	LIRIODENDRON TULIPIFERA	TULIP TREE	09	3"	-	-	B&B	SPACING PER PLAN
	UAJ	ULMUS AMERICANA JEFFERSON	JEFFERSON ELM	10	3"	-	-	B&B	SPACING PER PLAN
	QA	QUERCUS ALBA	WHITE OAK	11	3"	-	-	B&B	SPACING PER PLAN
	CC	CARPINUS CAROLINIANA	AMERICAN HORNBEAM	07	3"	-	-	B&B	SPACING PER PLAN
	QRP	QUERCUS REGAL PRINCE	REGAL PRINCE OAK	16	3"	-	-	B&B	SPACING PER PLAN
	QM	QUERCUS MUEHLENBERGII	CHINQUAPIN OAK	08	3"	-	-	B&B	SPACING PER PLAN
	GK	GINKGO BILOBA	GINKGO 'AUTUMN GOLD'	07	3"	-	-	B&B	SPACING PER PLAN
	AMM	ACER MIYABEI 'MORTON'	STATE STREET MAPLE	10	3"	-	-	B&B	SPACING PER PLAN
	ZS	ZELKOVA SERRATA	ZELKOVA	05	3"	-	-	B&B	SPACING PER PLAN
	ULA	ULMUS AMERICANA	AMERICAN ELM	06	3"	-	-	B&B	SPACING PER PLAN
	LIS	LIQUIDAMBAR STYRACIFLUA	SWEETGUM	XX	3"	-	-	B&B	SPACING PER PLAN
	QR	QUERCUS ROBUR 'FASTIGIATA'	FATIGIATE ENGLISH OAK	14	3"	-	-	B&B	SPACING PER PLAN
	QXW	QUERCUS X WAREI	KINDRED SPIRIT OAK	19	3"	-	-	B&B	SPACING PER PLAN
	CBF	CARPINUS BETULAS 'FASTIGIATA'	FASTIGIATE EUROPEAN HORNBEAM	XX	3"	-	-	B&B	SPACING PER PLAN
	AXF	ACER × FREEMANII	AUTUMN BLAZE MAPLE	12	3"	-	-	B&B	SPACING PER PLAN
ORN. TREES	HV	HAMAMELIS VIRGINIANA	WITCHHAZEL		-	6-10'		B&B	SPACING PER PLAN
	MS	MALUS SPECIES	CRABAPPLE		-	6-10'		B&B	SPACING PER PLAN
	SR	SYRINGA RETICULATA	JAPANESE TREE LILAC		-	6-10'		B&B	SPACING PER PLAN
	CEC	CERCIS CANDENSIS	EASTERN REDBUD		-	6-10'		B&B	SPACING PER PLAN
	AL	AMERLANCHIER LAEVIS	ALLEGHANY SERVICEBERRY		-	6-10'		B&B	SPACING PER PLAN
	CV	CRATAEGUS VIRIDIS	WINTER KING HAWTHORN		-	6-10'		B&B	SPACING PER PLAN
	JVC	JUNIPERUS VIRGINIANA 'CUPRESSIFOLIA'	HILLSPIRE JUNIPER		-	6-8'		B&B	SPACING PER PLAN
	TO	THUJA OCCIDENTALIS	ARBORVITAE		-	6-8'		B&B	SPACING PER PLAN
SHRUBS	AMU	ARONIA MELANOCARPA 'UCONNAM166'	LOW SCAPE HEDGER CHOKEBERRY		-	-	36"	#5	SPACING PER PLAN
	HAA	HYDRANGEA ARBORESCENS 'ANNABELLE'	ANNABELLE HYDRANGEA		-	-	36"	#5	SPACING PER PLAN
	HAA	HYDRANGEA PANICULATA 'SMHPFL'	LITTLE QUICK FIRE HYDRANGEA		-	-	36"	#5	SPACING PER PLAN
	VCC	VIBURNUM CARLESII 'COMPACTUM'	DWARF KOREAN SPICE VIBURNUM		-	-	36"	#5	SPACING PER PLAN
	FXI	FORSYTHIA X INTERMEDIA	SHOW OFF FORSYTHIA		-	-	36"	#5	SPACING PER PLAN
	BXG	BUXUS X 'GLENCOE'	CHICAGOLAND GREEN BOXWOOD		-	-	36"	#5	SPACING PER PLAN
	BGM	BUXUS X 'GREEN MOUNTAIN'	GREEN MOUNTAIN BOXWOOD		-	-	36"	#5	SPACING PER PLAN
	CSC	CORNUS SERICEA "CARDINAL"	RED TWIG DOGWOOD		-	-	36"	#5	SPACING PER PLAN
PERENNIALS/ ORN. GRASS	MRM	MUHLENBERGIA CAPILLARIS REGAL MIST®	REGAL MIST® PINK MUHLY GRASS		-	-	-	#1	
	HM	HAKONECHLOA MACRA	JAPANESE FOREST GRASS		-	-	-	#1	SPACING PER PLAN
	ASB	ALLIUM 'SUMMER BEAUTY'	SUMMER BEAUTY ONION		-	-	-	#1	SPACING PER PLAN
	SH	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED		-	-	-	#1	SPACING PER PLAN
	ASE	HOSTA 'FRANCES WILLIAMS'	FRANCES WILLIAMS HOSTA					#1	SPACING PER PLAN
	ACV	ASTILBE CHINENSIS 'VISIONS'	VISIONS ASTILBE		-	-	-	#1	SPACING PER PLAN
	DWH	DOLCE®HEUCHERA 'WILDBERRY'	DOLCE® WILDBERRY CORAL BELLS		-	-	-	#1	SPACING PER PLAN
	EQS	ECHINACEA PURPUREA 'PAS702917'	POWPOW WILD BERRY CONEFLOWER		-	-	-	#1	SPACING PER PLAN
	RUD	RUDBECKIA	BLACK-EYED SUSAN		-	-	-	#1	SPACING PER PLAN
					-	-	-	#1	SPACING PER PLAN
GROUND COVER					-	-	-	#1	SPACING PER PLAN
					-	-	-	#1	SPACING PER PLAN

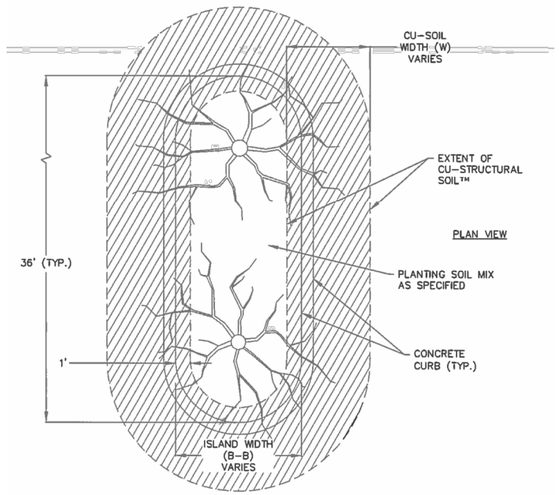
NOTE:
1. QUANTITIES ON THE PLANT LIST ARE PROVIDED FOR INFORMATION ONLY. PLANT QUANTITIES UNDER THE CONTRACT ARE INDICATED ON THE PLANS. IN THE EVENT OF ANY DISCREPANCIES, THE CONTRACT SHALL BE BASED ON THE QUANTITIES SHOWN ON THE PLANS. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES PRIOR TO SECURING PLANT MATERIAL.
2. THE SPECIES, SIZES, AND SPACING INDICATED ON THE PLANT PALETTE ABOVE REPRESENTS A PROBABLE SELECTION OF POTENTIAL MATERIALS FOR PRICING PURPOSES ONLY. FINAL SELECTIONS TO BE DETERMINED.
3. IN THE EVENT OF ANY DISCREPANCIES, THE CONTRACT SHALL BE BASED ON THE QUANTITIES SHOWN ON THE PLANS.
4. UPON AUTHORIZATION TO PROCEED WITH THE WORK, A SCHEDULE INDICATING THE DATES OF EACH OF THE FOLLOWING ITEMS WILL BE PREPARED BY THE TRADE CONTRACTOR AND SUBMITTED TO THE LANDSCAPE ARCHITECT.
   A. TAGGING OF PLANT MATERIAL IN NURSERIES
   B. STAKING OF PLANT LOCATING ON SITE.
   C. DELIVERY OF PLAN MATERIAL ON SITE.
   D. PLANTING SCHEDULE.
5. ALL TREES SHALL BE TAGGED BY LANDSCAPE ARCHITECT. CONTRACTOR SHALL PROVIDE A PHOTOGRAPH WITH SCALE FIGURE AND NURSERY LOCATION OF EACH TREE TYPE FOR LANDSCAPE ARCHITECT APPROVAL PRIOR TO SCHEDULINGDF TREE TAGGING VISITS.



SECTION A-A

NOTES:
1. ALLOWABLE TREE SIZE AT MATURITY IS 30 FEET IN HEIGHT
2. STRUCTURAL SOIL MAY BE CU-STRUCTURAL SOIL™ OR STALITE (FOR SANDY SOILS). TRADITIONAL CRUSHED LIMESTONE IS NOT PERMITTED FOR USE IN PARKING LOT ISLANDS THAT HAVE TREES PLANTED.
3. CU-STRUCTURAL SOIL SHALL BE OBTAINED FROM A LICENSED PRODUCER SUCH AS MIDWEST TRADING.
4. TREE SPECIES SHOULD BE CHOSEN THAT PREFER WELL DRAINED SOIL AND BE SUITABLE FOR THE EXPECTED pH OF THE CU-SOIL PROVIDED.
5. INITIAL WATERING SHOULD BE AT A RATE OF 20 GALLONS PER TREE, EVERY 5-7 DAYS.
6. SEE SHEET 2 FOR PLAN VIEW AND QUANTITIES.

1 L401 TYP. PARKING ISLAND TREE DETAIL



SOIL VOLUME FOR PARKING ISLAND

PARKING ISLAND	PLANTING SOIL VOLUME 36" DEPTH	CU-SOIL SOIL VOLUME 24" DEPTH
A	408 FT³	904 FT³
B	477 FT³	1010 FT³
C	225 FT³	538 FT³
D	912 FT³	608 FT³
E	912 FT³	608 FT³

2 L401 TYP. PARKING ISLAND TREE PLAN

00 40 80 160

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits,

DETENTION BASIN SEED MIX

by Prairie Moon® Nursery

9.39 lbs per acre | 295 Seeds per sq/ft

(FILTER PLANTS IN THIS SEED MIX)

WILDFLOWERS	
Botanical Name (Common Name)	% by wt.
Alisma subcordatum (Mud Plantain)	1.33
Allium cernuum (Nodding Onion)	1
Ammannia coccinea (Scarlet Toothcup)	1
Anemone canadensis (Canada Anemone)	0.67
Angelica atropurpurea (Great Angelica)	3.99
Asclepias incarnata (Rose Milkweed)	2.66
Astragalus canadensis (Canada Milk Vetch)	0.67
Bidens cernua (Nodding Bur Marigold)	0.67
Boltonia asteroides (False Aster)	0.67
Eupatorium perfoliatum (Boneset)	0.5
Eupatorium maculatum (Joe Pye Weed)	0.67
Gentiana andrewsii (Bottle Gentian)	0.37
Gentiana flavida (Cream Gentian)	0.37
Helenium autumnale (Sneezeweed)	0.72
Heliopsis helianthoides (Early Sunflower)	1.33
Hibiscus laevis (Rose Mallow)	3.99
Hypericum pyramidatum (Great St. John's Wort)	0.67
Iris virginica var. shrevei (Southern Blue Flag)	2.66
Liatris pycnostachya (Prairie Blazing Star)	3.33
Lobelia cardinalis (Cardinal Flower)	0.33
Lobelia siphilitica (Great Blue Lobelia)	1.33
Lycopus americanus (Water Horehound)	0.09
Mimulus ringens (Monkey Flower)	0.33
Oligoneuron rigidum (Stiff Goldenrod)	0.67
Persicaria punctata (Smartweed)	1
Physostegia virginiana (Obedient Plant)	0.72
Pycnanthemum virginianum (Mountain Mint)	0.67
Rudbeckia hirta (Black-eyed Susan)	2
Rudbeckia subtomentosa (Sweet Black-eyed Susan)	0.36
Rudbeckia triloba (Brown-eyed Susan)	1.33
Silphium laciniatum (Compass Plant)	0.67
Silphium perfoliatum (Cup Plant)	0.67
Silphium terebinthinaceum (Prairie Dock)	0.67
Symphyotrichum laeve (Smooth Blue Aster)	1.33
Thalictrum dasycarpum (Purple Meadow Rue)	2
Verbena hastata (Blue Vervain)	1.33
Vernonia fasciculata (Common Ironweed)	1.33
Veronicastrum virginicum (Culver's Root)	0.67
Zizia aurea (Golden Alexanders)	1.33
Totals of WILDFLOWERS:	**46.06%**

GRASSES, SEDGES & RUSHES	
Botanical Name (Common Name)	% by wt.
Andropogon gerardii (Big Bluestem)	6.66
Bromus ciliatus (Fringed Brome)	5.22
Calamagrostis canadensis (Blue Joint Grass)	0.35
Carex bicknellii (Copper-shouldered Oval Sedge)	1.33
Carex hystericina (Porcupine Sedge)	1.33
Carex stipata (Awl-fruited Sedge)	1.33
Carex vulpinoidea (Brown Fox Sedge)	3.33
Elymus canadensis (Canada Wild Rye)	10.65
Elymus virginicus (Virginia Wild Rye)	10.65
Glyceria grandis (Reed Manna Grass)	1.33
Juncus dudleyi (Dudley's Rush)	0.33
Juncus interior (Inland Rush)	0.29
Panicum virgatum (Switch Grass)	1.33
Scirpus atrovirens (Dark-green Bulrush)	0.72
Scirpus cyperinus (Wool Grass)	0.38
Scirpus validus (Great Bulrush)	0.72
Sorghastrum nutans (Indian Grass)	6.66
Spartina pectinata (Cord Grass)	1.33
Totals of GRASSES, SEDGES & RUSHES:	**53.94%**

1 L402 DETENTION BASIN SEED PLANTING LIST

GROWING YOUR PRAIRIE

SITE PREP & SEEDING

Year 1

The first growing season should be dedicated to site preparation, a crucial first step to a successful planting. On this site, herbicide was applied three times spring through fall. After site preparation is complete, seed can be sown.



MOWING

Year 2

Keeping the site mowed to 4-8" during the first year of growth will control any remaining weeds, allow sunlight to reach the slow-growing perennials and promote strong root growth.



PIONEER FLUSH

Year 3

The season after planting there will only be a few native species that flower. This stage is known as the Pioneer Flush. It can take 3-5 years after planting for most perennials to bloom for the first time.



DIVERSITY OF BLOOMS

Year 4

As time goes on, more and more perennial wildflowers will start to bloom.



507-452-1362 prairiemoon.com

2 L402 3 YEAR MAINTENANCE PLAN FOR DETENTION BASIN

NOTES:
IN YEAR 3, HAND PULL WEEDS AS NEEDED

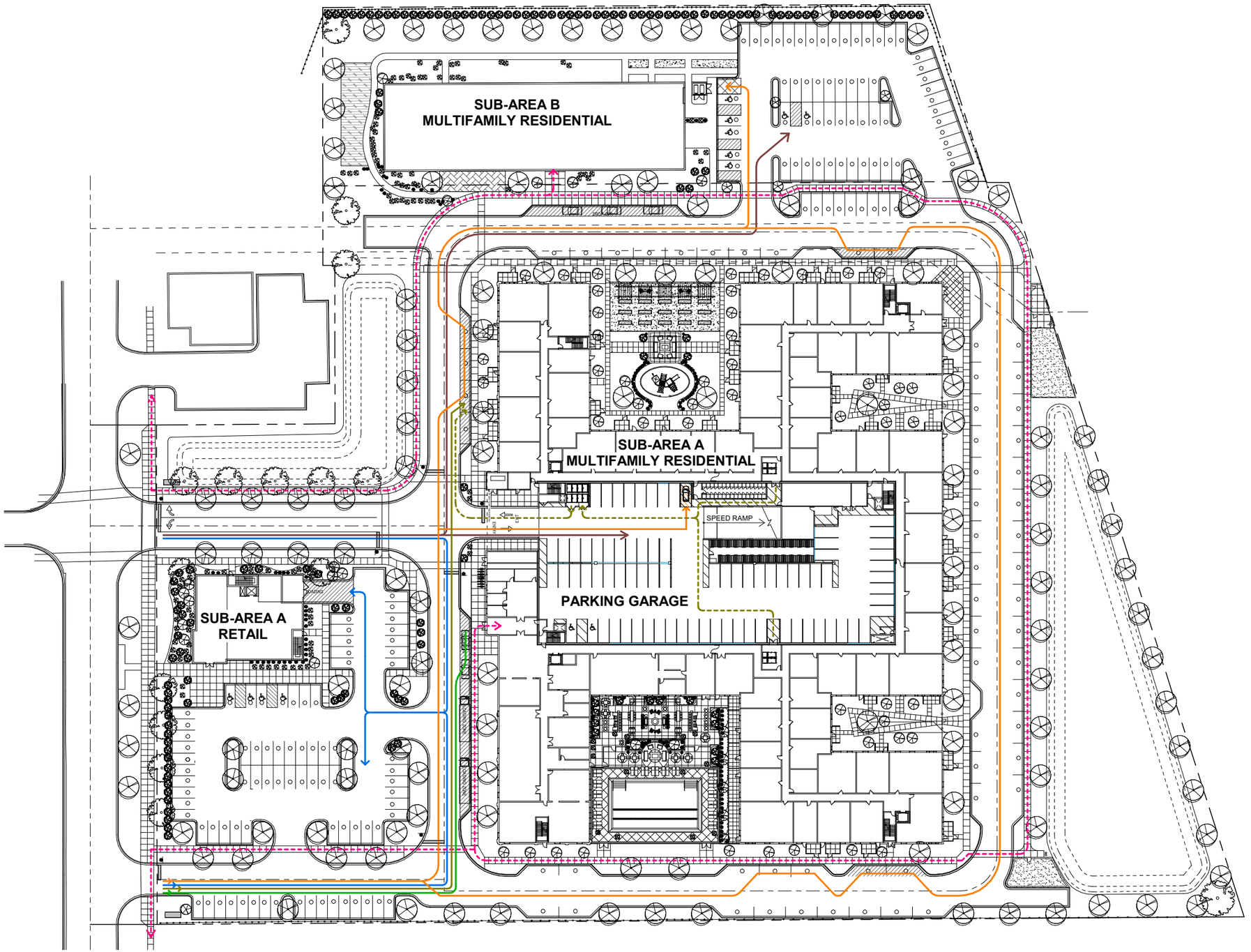
Detention Basin Maintenance Tasks and Schedule

Tasks / Components	Detention Basin Side-Slopes	Detention Basin Bottom	Detention Basin Inlets	Detention Basin Outlet or Outflow Control Structures	Catch Basin Inlets	Catch Basin Sumps	Storm Sewer System	Schedule
Inspect for sediment accumulation	○	●	●	●	●	●	●	Annually
Remove sediment accumulation	○	●	●	●	●	●	●	Every 5-10 years as needed
Inspect for debris (dead vegetation and trash)	●	●	●	●	●	●	●	Early spring, fall and after major storms
Clean debris	●	●	●	●	●	●	●	As needed
Inspect for erosion on banks and bottom	●	●	●	●	○	○	○	Early spring, fall and after major storms
Reestablish permanent vegetation on eroded slopes	●	●	○	○	○	○	○	As needed
Rake out dead vegetation	○	○	●	●	○	○	○	Annually - early spring
Inspect for and remove purple loosestrife	●	●	●	●	○	○	○	Annually - July
Replace stone rip-rap	○	○	●	●	○	○	○	Every 3-5 years as needed
Mowing	●	●	○	○	○	○	○	0 to 2 times per year
Inspect structural elements during wet weather and compare to as-built plans (by a professional engineer reporting to Homeowners' Association)	○	○	●	●	○	○	●	Annually
Make adjustments or replacements as determined by annual wet weather inspection	○	●	●	●	○	○	●	As needed
Keep records of all inspections and maintenance activities and report to Homeowners' Association	●	●	●	●	●	●	●	Annually
Keep records of all costs for inspections, maintenance and repairs. Report to Homeowners' Association	●	●	●	●	●	●	●	Annually
Homeowners' Association to have a professional engineer carry out emergency inspections upon identification of severe problems	●	●	●	●	●	●	●	As needed

00 40 80 160

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits,

CIRCULATION PATHS FOR VEHICLE AND PEDESTRIAN	
LINE STYLE	DESCRIPTION
	RESIDENTIAL CAR
	RESIDENTIAL MOVING
	PARCEL DELIVERY AND AMAZON TRUCK
	RETAIL CAR AND SUPPLY TRUCK
	GARBAGE TRUCK
	PEDESTRIAN
	MAINTENANCE TRASH



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1657 SHERMER ROAD RESIDENTIAL DEVELOPMENT

VEHICULAR AND PEDESTRIAN CIRCULATION PLAN

LENNAR MULTIFAMILY COMMUNITIES SUB-AREA A DEVELOPER • **HOUSING OPPORUNITY DEVELOPMENT CORPORATION** SUB-AREA B DEVELOPER • **ANTUNOVICH ASSOCIATES** SUB-AREA A ARCHITECT • **CORDOGAN CLARK** SUB-AREA B ARCHITECT NORTHBROOK, ILLINOIS • JANUARY

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits,

PRELIMINARY ENGINEERING PLANS

FOR

1657 SHERMER

NORTHBROOK, ILLINOIS

PROJECT TEAM

OWNER/DEVELOPER

Lennar Multifamily Communities, L.L.C.
1300 E. Woodfield Road, Suite 304
Schaumburg, Illinois 60173
312 342 7704
Contact: Jeff Woll

ENGINEER

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Ryan Wagner, P.E. LEED AP
rwagner@v3co.com
Project Engineer: Matt Vogel
mvogel@v3co.com

ARCHITECT

Antunovich Associates
224 West Huron Street Suite 7E
Chicago, IL 60654
312 266 1126
Contact: Sarah Nelson

BENCHMARKS

SOURCE: BENCHMARKS ESTABLISH VIA TRIMBLE VRS NETWORK. DATUM IS NAVD88.

SITE:

STATION DESIGNATION: SBM#1
ESTABLISHED BY: V3
DATE: 05-19-22

ELEVATION: 644.40 (MEASURED)
DATUM: NAVD88
DESCRIPTION: SOUTHEAST ARROW ON FIRE HYDRANT ON THE EAST SIDE OF SHERMAN ROAD, NEAR THE NORTHWEST CORNER OF SURVEYED PROPERTY.

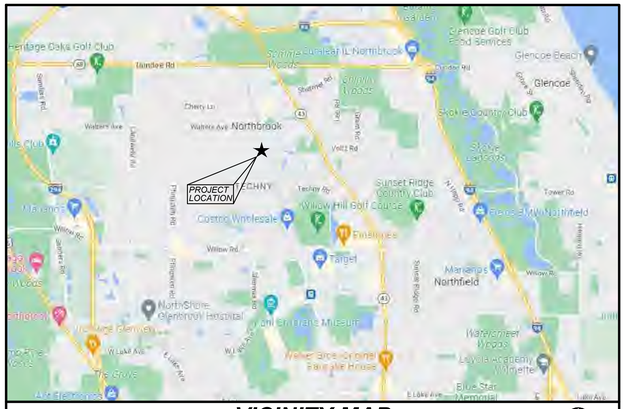
STATION DESIGNATION: SBM #2
ESTABLISHED BY: V3
DATE: 05-19-22

ELEVATION: 647.11 (MEASURED)
DATUM: NAVD88
DESCRIPTION: SQUARE CUT AT THE NORTHEAST CORNER OF CONCRETE WALL NEAR THE SOUTHEAST CORNER OF SURVEYED PROPERTY.

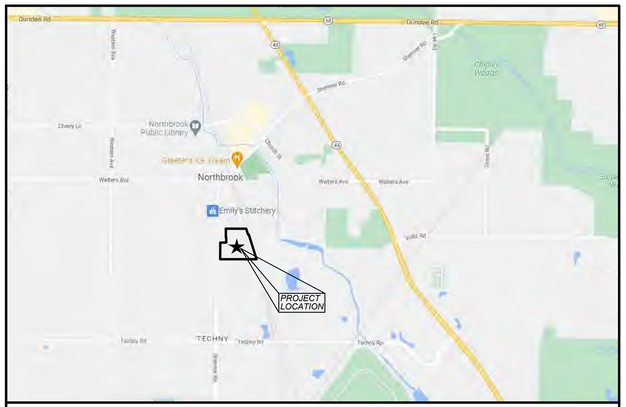
THE ELEVATIONS ABOVE WERE KNOWN TO BE ACCURATE AT THE TIME THEY WERE ESTABLISHED. V3 DOES NOT CERTIFY TO THE ACCURACY THEREAFTER, NOR ASSUMES RESPONSIBILITY FOR THE MIS-USE OR MIS-INTERPRETATION OF THE INFORMATION SHOWN HEREON.

IT IS ADVISED THAT ALL OF THE ABOVE ELEVATIONS BE CHECKED BETWEEN EACH OTHER AND VERIFY A MINIMUM OF 3 SURROUNDING UTILITY RIM ELEVATIONS AND ANY ADJACENT BUILDING FINISHED FLOOR OR TOP OF FOUNDATION ELEVATIONS SHOWN HEREON PRIOR TO USE OR COMMENCEMENT OF ANY CONSTRUCTION OR OTHER WORK.

PERSONS USING THIS INFORMATION ARE TO CONTACT V3 IMMEDIATELY WITH ANY DISCREPANCIES FOUND PRIOR TO THE START OF ANY WORK.



VICINITY MAP
NO SCALE



LOCATION MAP
NO SCALE

INDEX

CIVIL ENGINEERING PLANS

C0.0	TITLE SHEET
C1.0	GENERAL NOTES , LEGEND, AND ABBREVIATIONS
C1.1	SPECIFICATIONS
C2.0	DEMOLITION PLAN
C3.0	PRELIMINARY SITE LAYOUT AND PAVING PLAN
C4.0	PRELIMINARY GRADING PLAN
C5.0	PRELIMINARY UTILITY PLAN
C6.0	CONSTRUCTION DETAILS
C6.1	CONSTRUCTION DETAILS
C6.2	CONSTRUCTION DETAILS
C6.3	CONSTRUCTION DETAILS

SUPPORTING DOCUMENTS

1 of 2	ALTA/NSPS LAND AND TOPOGRAPHIC SURVEY
1/1	TREE SURVEY

Call Before You Dig
JULIE
800.892.0123
Joint Utility Locating Information for Excavators
Call 48 hours before you dig

PROFESSIONAL ENGINEER'S CERTIFICATION

I, RYAN WAGNER, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THE CIVIL ENGINEERING PLANS WERE PREPARED ON BEHALF OF LENNAR MULTIFAMILY COMMUNITIES, LLC BY V3 COMPANIES, LTD. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS _____DAY OF_____, A.D., 2022.

_____
ILLINOIS LICENSED PROFESSIONAL ENGINEER 062-062713
MY LICENSE EXPIRES ON NOVEMBER 30, 2023

ILLINOIS LICENSED DESIGN FIRM NO. 184-000902

REVISIONS

NO.	DATE	DESCRIPTION
1	08-09-22	ISSUE FOR SCHEMATIC DESIGN
2	10-05-22	ISSUE FOR 50% DD
3	10-10-22	PLANNED DEVELOPMENT RESUBMISSION
4	12-22-22	ISSUE FOR 100% DD

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD
ORIGINAL ISSUE DATE: JULY 29, 2022

TITLE SHEET
1657 SHERMER
NORTHBROOK, ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
C0.0

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits, Development Concept Plan, Variations, Exceptions)

GENERAL NOTES

1. EXISTING SITE TOPOGRAPHY, UTILITIES, RIGHT-OF-WAY AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:

   V3 COMPANIES, LTD.
   7325 JANES AVENUE
   WOODRIDGE, IL 60517

   COPIES OF THE SURVEY ARE AVAILABLE FROM THE SURVEYOR. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE CURRENT CONDITIONS.

2. ALL EXISTING TOPOGRAPHY, UNDERGROUND UTILITIES, STRUCTURES AND ASSOCIATED FACILITIES SHOWN ON THESE DRAWINGS HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. THEREFORE, THEIR LOCATIONS AND ELEVATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHER FACILITIES, THE EXISTENCE OF WHICH ARE NOT PRESENTLY KNOWN.

3. CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL AND STARTING WORK.

4. ALL APPLICABLE PROVISIONS OF THE CURRENT OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.

5. THE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL OBTAIN ALL NECESSARY PUBLIC AGENCY PERMITS PRIOR TO STARTING WORK. THE CONTRACTOR, BY USING THESE PLANS FOR THEIR WORK, AGREE TO HOLD HARMLESS V3 COMPANIES LTD., THE MUNICIPALITY, THEIR EMPLOYEES AND AGENTS AND THE OWNER WHILE ACTING WITHIN THE SCOPE OF THEIR DUTIES FROM AND AGAINST ANY AND ALL LIABILITY, CLAIMS, DAMAGES, AND THE COST OF DEFENSE ARISING OUT OF CONTRACTOR(S) PERFORMANCE OF THE WORK DESCRIBED HEREIN, BUT NOT INCLUDING THE SOLE NEGLIGENCE OF THE OWNER, HIS AGENTS, THE ENGINEER, HIS EMPLOYEES AND AGENTS.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR CONSTRUCTION ALONG OR ACROSS EXISTING STREETS OR HIGHWAYS. CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS BEFORE CONSTRUCTION BEGINS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE OWNER OF THE ROADWAY.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION. BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS. ALL TRAFFIC CONTROL WORK SHALL BE DONE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

8. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREON SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:

   a. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS PREPARED BY IDOT, LATEST EDITION.

   b. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS," LATEST EDITION.

   c. ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE IEPA. LATEST EDITION.

   d. THE LATEST EDITIONS OF THE MUNICIPAL CODE AND STANDARDS OF THE VILLAGE OF NORTHBROOK.

   e. THE NATIONAL ELECTRIC CODE.

   f. THE ILLINOIS ACCESSIBILITY CODE.

   g. CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) REQUIREMENTS AS PUBLISHED BY THE IEPA. TESTING OF SOILS BEING EXPORTED FROM THE SITE AND APPROPRIATE DISPOSAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

   IN THE EVENT OF CONFLICTING SPECIFICATIONS WITH REGARD TO SITE WORK ISSUES DESIGNED BY THE ENGINEER, THE MORE STRINGENT REQUIREMENT SHALL GOVERN.

9. THE CONTRACTOR SHALL NOTIFY THE AUTHORITY HAVING JURISDICTION AT LEAST 48 HOURS PRIOR TO COMMENCING ANY WORK AND FOR ANY NEW CONSTRUCTION REQUIRING INSPECTION.

10. ALL TREES TO BE SAVED SHALL BE IDENTIFIED PRIOR TO CONSTRUCTION AND SHALL BE PROTECTED PER IDOT STANDARDS. THE RIGHT-OF-WAY LINE AND LIMITS OF THE CONTRACTOR'S OPERATIONS SHALL BE CLEARLY DEFINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL TREES IDENTIFIED TO REMAIN SHALL BE PROTECTED FROM DAMAGE INCLUDING TRUNKS, BRANCHES AND ROOTS. NO EXCAVATING, FILLING OR GRADING IS TO BE DONE INSIDE THE DRIP LINE OF TREES UNLESS OTHERWISE INDICATED.

11. CONSTRUCTION ACCESS POINTS TO THE SITE SHALL BE PROTECTED IN SUCH A WAY AS TO PREVENT ACCUMULATION OF MUD OR SOIL ON PUBLIC THOROUGHFARES. AT THE END OF EACH DAY AND AS OFTEN AS OTHERWISE NECESSARY THE CONTRACTOR SHALL CLEAN UP ALL MUD OR SOIL WHICH HAS BEEN TRACKED ONTO PUBLIC STREETS AS REQUIRED BY THE AUTHORITIES HAVING JURISDICTION AND AS DETAILED IN THE STORM WATER POLLUTION PREVENTION PLAN.

12. THE CONTRACTOR SHALL PROVIDE FOR THE SAFE AND ORDERLY PASSAGE OF TRAFFIC AND PEDESTRIANS WHERE HIS/HER OPERATIONS ABUT PUBLIC THOROUGHFARES AND ADJACENT PROPERTY IN ACCORDANCE WITH THE VILLAGE OF NORTHBROOK MUNICIPAL CODE AND IDOT REQUIREMENTS.

13. NO HOLES ARE TO BE LEFT OPEN IN THE PAVEMENT OR PARKWAY OVER A HOLIDAY, WEEKEND OR AFTER 3:00 P.M. ON THE DAY PRECEDING A HOLIDAY OR A WEEKEND.

14. ALL EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL.

15. REMOVED PAVEMENT, SIDEWALK, CURB AND GUTTER, ETC. SHALL BE LEGALLY DISPOSED OF BY THE CONTRACTOR AS PART OF THE BASE CONTRACT.

16. NO BURNING OR INCINERATION OF RUBBISH WILL BE PERMITTED ON SITE.

17. FOR REGULATED UTILITY LOCATIONS, THE CONTRACTOR SHALL CONTACT THE JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS, "J.U.L.I.E." AT 1-800-892-0123. LOCAL GOVERNMENT AGENCIES SHOULD BE CONTACTED BY THE CONTRACTOR FOR LOCATION OF ALL NONREGULATED UTILITY LOCATIONS. CALL FOR LOCATES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION.

18. BEFORE EXCAVATING OVER OR ADJACENT TO ANY EXISTING UTILITIES, CONTRACTOR SHALL NOTIFY THE OWNER OF SUCH UTILITIES TO ENSURE THAT PROTECTIVE WORK WILL BE COORDINATED AND PERFORMED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER OF THE UTILITY INVOLVED. IF ANY EXISTING SERVICE LINES, UTILITIES AND UTILITY STRUCTURES WHICH ARE TO REMAIN IN SERVICE ARE UNCOVERED OR ENCOUNTERED DURING THIS OPERATION, THEY SHALL BE SAFEGUARDED, PROTECTED FROM DAMAGE AND SUPPORTED IF NECESSARY.

19. THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION.

20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION AND SEDIMENTATION CONTROL AS DETAILED IN THE STORM WATER POLLUTION PREVENTION PLAN.

21. ALL CURB RADII REFER TO BACK OF CURB.

22. ANY AREAS THAT ARE DISTURBED DURING CONSTRUCTION SHALL BE RESTORED IN CONFORMANCE WITH THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION AND SHALL BE INCIDENTAL TO THE CONTRACT.

23. STREET PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE AND IF DAMAGED, SHALL BE REPLACED PROMPTLY IN CONFORMANCE WITH THE MUNICIPALITY OR IDOT STANDARD SPECIFICATIONS IN MATERIALS AND WORKMANSHIP.

24. PROPOSED ELEVATIONS INDICATE FINISHED CONDITIONS. FOR ROUGH GRADING ELEVATIONS ALLOW FOR THICKNESS OF PROPOSED PAVING (ROADS, WALKS, DRIVES, ETC.) OR TOPSOIL AS INDICATED ON DRAWINGS.

25. CAD FILES ARE AVAILABLE FOR CONSTRUCTION LAYOUT UPON REQUEST.

26. BACKFILL SHALL BE PLACED NEXT TO THE CURB AS SOON AS PERMISSIBLE AFTER CONSTRUCTION TO PREVENT SCOURING AND UNDERCUTTING BY STORM WATER RUNOFF.

27. BUTT JOINTS SHALL BE PROVIDED WHEREVER NEW PAVEMENT ABUTS EXISTING PAVEMENT. ALL BUTT JOINTS SHALL BE CONSTRUCTED BY MILLING AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BITUMINOUS SURFACE COURSE.

28. WHEN AN EXISTING DRAINAGE ROUTE, EITHER A STORM SEWER OR WATERWAY, IS INTERRUPTED DUE TO CONSTRUCTION, THE DRAINAGE ROUTE SHALL BE REESTABLISHED TO ORIGINAL CONDITIONS BY THE END OF THE SAME WORK DAY. POSITIVE DRAINAGE MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

29. PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES. AVOID RIDGES AND DEPRESSIONS.

30. FINAL ADJUSTMENT OF FIRE HYDRANTS, VALVE VAULTS AND MANHOLES TO FINISHED GRADE ARE INCIDENTAL TO THEIR COST.

31. ANY EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT ARE TO BE ADJUSTED OR RECONSTRUCTED BY THE CONTRACTOR TO THE UTILITY OWNER'S SATISFACTION. ADJUSTMENTS OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

32. ALL UTILITY CONNECTIONS TO EXISTING LINES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS AND TO THE SATISFACTION OF THE UTILITY OWNER.

33. PROVIDE TRENCH BACKFILL IN ACCORDANCE WITH THE DETAILS OF THE PLANS FOR ALL UTILITY LINES (OR AS OTHERWISE NOTED ON PLANS). BACKFILL SHALL BE PLACED AND COMPACTED PER THE MUNICIPALITY AND IDOT SPECIFICATIONS. COST OF BACKFILL IS TO BE CONSIDERED INCIDENTAL TO THE UTILITY WORK.

34. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

35. PRIOR TO DEMOBILIZATION, ALL WORK SHALL BE CLEANED AND INSPECTED TO THE SATISFACTION OF THE AUTHORITY HAVING JURISDICTION. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

36. THE GENERAL CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE CABLE TV, PHONE, ELECTRIC, GAS AND IRRIGATION SERVICES. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING SITE LAYOUTS FOR THESE UTILITIES AND SHALL COORDINATE AND PROVIDE CONDUIT CROSSINGS AS REQUIRED. THIS COORDINATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ANY CONFLICTS IN UTILITIES SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

37. BAND-SEAL CONNECTORS OR EQUIVALENT SHALL BE USED TO JOIN PIPES OF DISSIMILAR MATERIAL.

38. CONTRACTOR SHALL MAINTAIN ACCURATE RECORDS OF ALL CONSTRUCTION IN CONFORMANCE WITH ALL MUNICIPAL AND CLIENT REQUIREMENTS FOR USE IN PREPARING RECORD DRAWINGS.

39. THE SUBCONTRACTOR SHALL INSTALL A 2"x4"x6' POST ADJACENT TO THE TERMINUS OF UTILITY MAINS AND SERVICE LINES. POSTS SHALL BE MARKED IN ACCORDANCE WITH THE VILLAGE STANDARDS.

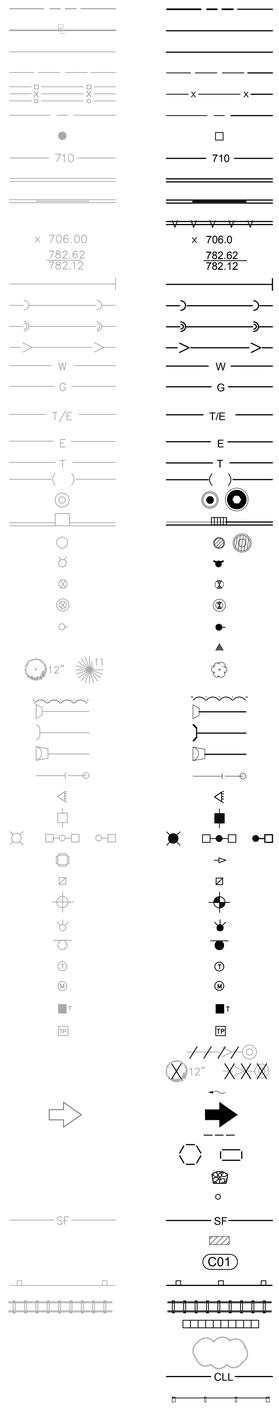
40. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING ANY EXCAVATION. ANY DEWATERING REQUIRED SHALL BE INCIDENTAL TO THE CONTRACT.

41. COPIES OF SOILS INVESTIGATION REPORTS MAY BE OBTAINED FROM THE OWNER. ANY BRACING, SHEETING OR SPECIAL CONSTRUCTION METHODS REQUIRED IN ORDER TO INSTALL THE PROPOSED IMPROVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT. ANY ADDITIONAL SOILS DATA NEEDED TO CONFIRM THE CONTRACTOR'S OPINIONS OF THE SUBSOIL CONDITIONS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL OBTAIN THE OWNER'S WRITTEN AUTHORIZATION TO ACCESS THE SITE TO CONDUCT A SUPPLEMENTAL SOILS INVESTIGATION.

42. ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER OR EXTENDED TO OUTLET INTO A PROPOSED DRAINAGE WAY AS DETERMINED BY THE ENGINEER. IF THIS CANNOT BE ACCOMPLISHED, THEN IT SHALL BE REPAIRED WITH NEW PIPE OF SIMILAR SIZE AND MATERIAL TO THE ORIGINAL LINE AND PUT IN ACCEPTABLE OPERATIONAL CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE FOR ON-SITE DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE SUBCONTRACTOR AND SUBMITTED TO THE ENGINEER UPON COMPLETION OF THE PROJECT. ALL FIELD TILE REPAIRS SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

43. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS/HER WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

LEGEND



ABBREVIATIONS

DESCRIPTION	
RIGHT-OF-WAY LINE	ROW
PROPERTY LINE (EXTERIOR)	PL
LOT LINE (INTERIOR)	LL
EASEMENT LINE	ESMT
FENCE LINE	FENCE
CENTERLINE	CL
PROPERTY CORNER	PC
CONTOUR	710
CURB & GUTTER	C&G
DEPRESSED CURB & GUTTER	DCG
REVERSE PITCHED CURB	RPC
SPOT ELEVATION	706.00
TOP OF CURB ELEVATION	*782.62*
EDGE OF PAVEMENT ELEVATION	*782.12*
UTILITY STUB	
SANITARY SEWER	SAN
SANITARY FORCE MAIN	SFM
STORM SEWER	STM
WATER MAIN	W
GAS MAIN	G
UNDERGROUND TELEPHONE & ELECTRIC DUCT BANK	UT
BURIED CABLE-ELECTRIC	E
BURIED CABLE-TELEPHONE	T
ATLAS LOCATED UTILITY	
UTILITY STRUCTURE WITH CLOSED LID	
CURB INLET	
DRAINAGE STRUCTURE WITH OPEN LID	
FIRE HYDRANT	
VALVE IN VALVE BOX	
GATE VALVE IN VALVE VAULT	
POST INDICATOR VALVE	
THRUST BLOCK	
TREE	
TREE LINE	
CONCRETE HEADWALL	
SUBMERGED HEADWALL	
FLARED END SECTION (F.E.S.)	
GUY WIRES	
FLOOD LIGHT	
UTILITY POLE	
LIGHT STANDARD	
TRAFFIC SIGNAL POLE	
HAND HOLE	
SOIL BORING	
IRRIGATION HEADS	
SIGN	
TELEPHONE MANHOLE	
MONITORING WELL	
TELEPHONE PEDESTAL	
TRANSFORMER PAD	
UTILITY TO BE ABANDONED	
FEATURE TO BE REMOVED	
STORMWATER FLOW DIRECTION	
STORMWATER OVERFLOW ROUTE	
DITCH CHECK	
INLET FILTER BASKET	
RIP RAP	
BOLLARD	
SILT FENCE	
WATER MAIN PROTECTION	
UTILITY CROSSING LABEL	
GUARDRAIL	
RAILROAD TRACKS	
RETAINING WALL	
REVISION DELINEATION	
CONSTRUCTION LIMIT LINE	
TREE PROTECTION FENCE	

DESCRIPTION	
A	ARC LENGTH
B-B	BACK TO BACK OF CURB
B/C	BACK OF CURB
BLDG	BUILDING
BM	BENCHMARK
B/P	BOTTOM OF PIPE
BV/VV	BUTTERFLY VALVE IN VALVE VAULT
C & G	CURB AND GUTTER
CB	CATCH BASIN
℄	CENTERLINE
CL	CLOSED LID
CO	CLEAN OUT
DIP	DUCTILE IRON PIPE
DIA	DIAMETER
DIWM	DUCTILE IRON WATER MAIN
DWG	DRAWING
E	EAST OR ELECTRIC OR EDGE
EJ	EXPANSION JOINT
ELEV	ELEVATION
E/P	EDGE OF PAVEMENT
EX.	EXISTING
F & CL	FRAME & CLOSED LID
F & G	FRAME & GRATE
F & OL	FRAME & OPEN LID
FES	FLARED END SECTION
F-F	FACE TO FACE OF CURB
FF	FINISHED FLOOR
F/G	FINISHED GRADE
FH	FIRE HYDRANT
F/L	FLOW LINE
G	GAS LINE
GV/VB	GATE VALVE IN VALVE BOX
GV/VV	GATE VALVE IN VALVE VAULT
HDCP	HANDICAP
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HDW	HEADWALL
HOR	HORIZONTAL
HP	HIGH POINT
HWL	HIGH WATER LEVEL
IE	INVERT ELEVATION
IN	INLET
LF	LINEAL FEET
LP	LOW POINT OR LIGHT POLE
L	LEFT
ME	MATCH EXISTING
MH	MANHOLE
MW	MONITORING WELL
N	NORTH
NIC	NOT IN CONTRACT / NOT INCLUDED
NWL	NORMAL WATER LEVEL
OC	ON CENTER
OL	OPEN LID
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE OR POINT OF COMPOUND CURVE
PGL	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PP	POWER POLE
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PUE	PUBLIC UTILITY EASEMENT
PVC	POINT OF VERTICAL CURVATURE OR POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS OR RIGHT
RCP	REINFORCED CONCRETE PIPE
ROW	RIGHT OF WAY
S	SLOPE OR SOUTH
SAN	SANITARY
SF	SILTATION FENCE
SFM	SANITARY FORCE MAIN
SHT	SHEET
SHW	SUBMERGED HEADWALL
SMH	SANITARY MANHOLE
STA	STATION
ST	STORM STRUCTURE OR STORM SEWER
STMH	STORM MANHOLE
T	TANGENT LENGTH OR TELEPHONE
T/C	TOP OF CURB
T/P	TOP OF PIPE
T/W	TOP OF WALL
TY	TYPE
TYP	TYPICAL
UP	UTILITY POLE
VC	VERTICAL CURVE
VERT	VERTICAL
VCP	VITRIFIED CLAY PIPE
W	WEST
WM	WATER MAIN

NO.	DATE	DESCRIPTION

REVISIONS

ORIGINAL ISSUE DATE: JULY 29, 2022

NO.	DATE	DESCRIPTION
1	08-09-22	ISSUE FOR SCHEMATIC DESIGN
2	10-05-22	ISSUE FOR 50% DD
3	10-10-22	PLANNED DEVELOPMENT RESUBMISSION
4	12-22-22	ISSUE FOR 100% DD

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

GENERAL NOTES, LEGEND AND ABBREVIATIONS
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NORTHBROOK ---- ILLINOIS

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Woodridge, IL 60517
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DRAWING NO.
C1.0

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits, Development Concept Plan, Variations, Exceptions)

EARTHWORK

1. THE GRADING OPERATIONS ARE TO BE INSPECTED BY A THIRD PARTY SOILS ENGINEER. THE CONTRACTOR'S REPRESENTATIVE MUST BE NOTIFIED PRIOR TO ANY UNSUITABLE SOIL REMOVAL AND MUST APPROVE, IN WRITING, ANY REMEDIATION. BOTH THE CONTRACTOR AND SOILS ENGINEER MUST BE PRESENT DURING REMEDIATION.

2. THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISH GRADE. A MINIMUM OF 6 INCHES OF TOPSOIL IS TO BE PLACED BEFORE FINISH GRADE ELEVATIONS ARE ACHIEVED, UNLESS OTHERWISE NOTED. AREAS IN DETENTION FACILITIES NOTED TO BE ESTABLISHED WITH NATIVE VEGETATION SHALL REQUIRE A MINIMUM OF 12 INCHES OF TOPSOIL. REFER TO PLANTING PLANS TO VERIFY TOPSOIL THICKNESS REQUIREMENTS.

3. THE SURFACE VEGETATION, TOPSOIL, TRANSITIONAL MATERIAL, AND ANY OBVIOUSLY SOFT UNDERLYING SOIL SHALL BE STRIPPED FROM ALL AREAS TO RECEIVE STRUCTURAL FILL. IF THE UNDERLYING SUBGRADE IS FOUND TO BE UNSUITABLE FOR PROPER COMPACTION, CONTRACTOR TO CONSULT WITH SOILS ENGINEER PRIOR TO REMEDIATION.

4. EMBANKMENT MATERIAL WITHIN ROADWAY, DRIVEWAY, BUILDING AND OTHER STRUCTURAL CLAY FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM SPECIFICATION D1557 (MODIFIED PROCTOR METHOD), OR TO SUCH OTHER DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE SOILS ENGINEER, THE AUTHORITY HAVING JURISDICTION, AND THE CONTRACTOR.

5. ALL PAVEMENT SUBGRADE SHALL MEET THE REQUIREMENTS DETERMINED BY THE SOILS ENGINEER AND DOCUMENTED IN THE GEOTECHNICAL REPORT. IF AREAS OF PAVEMENT SUBGRADE ARE ENCOUNTERED WHICH DO NOT MEET THESE REQUIREMENTS, SUBGRADE REPLACEMENT OR PAVEMENT DESIGN REVISIONS SHALL BE PROVIDED WHICH ARE ADEQUATE TO OBTAIN EQUIVALENT PAVEMENT STRENGTH AS DETERMINED BY THE ENGINEER, SOILS ENGINEER, AND THE AUTHORITY HAVING JURISDICTION.

6. COMPLETED GRADING (FINISHED FINE GRADE) FOR PROPOSED PAVEMENT SUBGRADE AREAS, BUILDING PADS, AND OPEN SPACE AREAS SHALL BE WITHIN A 0.1' TOLERANCE OF DESIGN SUBGRADE.

7. THE SUBGRADE FOR PROPOSED STREET AND PAVEMENT AREAS SHALL BE PROOF-ROLLED BY THE SUBCONTRACTOR IN THE PRESENCE OF THE JURISDICTIONAL INSPECTOR, CONTRACTOR, AND SOILS ENGINEER.

8. BORROW PIT LOCATION(S) SHALL BE APPROVED BY THE OWNER, ENGINEER, AND GEOTECHNICAL ENGINEER.

SANITARY SEWER

1. SANITARY SEWERS SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIALS AS SPECIFIED ON THE PLANS:
   A. POLYVINYL CHLORIDE PLASTIC SEWER PIPE (PVC) CONFORMING TO ASTM D2241 WITH AN SDR OF 26 WITH ELASTOMETRIC GASKET JOINTS CONFORMING TO ASTM D3139.
   B. DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A21.51 (AWWA C151) WITH JOINTS CONFORMING TO ANSI 21-11 (AWWA C-111).
2. MANHOLES SHALL BE PRECAST CONCRETE STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL SHEETS). LIDS SHALL BE IMPRINTED "SEWER".
3. ALL SANITARY SEWER SHALL BE TESTED FOR LEAKAGE AND DEFLECTION IN ACCORDANCE WITH SECTION 31-1.12 AND 31-1.13 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS.
4. ALL SANITARY MANHOLES SHALL BE TESTED FOR WATER TIGHTNESS IN ACCORDANCE WITH ASTM C969 OR ATSM C1244.
5. CONTRACTOR SHALL VERIFY THAT THE TESTING METHODS DESIGNATED HEREIN ARE ACCEPTABLE TO LOCAL AUTHORITIES HAVING JURISDICTION OVER THIS PROJECT. IF THE LOCAL JURISDICTION HAS MORE STRINGENT TESTING REQUIREMENTS THE CONTRACTOR SHALL ADHERE TO THE MORE STRINGENT REQUIREMENTS. THE COST SHALL BE INCIDENTAL TO THE CONTRACT.

WATERMAIN DISTRIBUTION SYSTEM

1. WATER MAIN SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIAL AS SPECIFIED ON THE PLANS:
   A. DUCTILE IRON PIPE, CLASS 52 CONFORMING TO ANSI A21.51, AWWA C-151 WITH CEMENT LINING CONFORMING TO ANSI A21.4, AWWA C-104 AND PUSH-ON JOINTS CONFORMING TO ANSI A21.11, AWWA C-111. FITTINGS SHALL COMPLY WITH ANSI A21.10, AWWA C110. ALL DUCTILE IRON PIPE SHALL BE WRAPPED IN POLYETHYLENE IN ACCORDANCE WITH AWWA C105.
   B. POLYVINYL CHLORIDE PIPE, PVC CONFORMING TO ASTM C-900, WITH ELASTOMETRIC GASKET JOINTS CONFORMING TO ASTM D3139.
   C. WATER SERVICE LINES SHALL BE CONSTRUCTED OF CLASS K COPPER.
2. MINIMUM COVER OVER WATER MAIN SHALL BE 5' - 6" FROM FINISHED GRADE TO TOP OF PIPE.
3. VALVE VAULTS SHALL BE USED AT ALL VALVE LOCATIONS WHERE WATER MAIN IS 8" DIAMETER OR LARGER. VAULTS SHALL BE PRECAST CONCRETE STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL SHEETS). LIDS SHALL BE IMPRINTED "WATER".
4. THRUST BLOCKING OR RESTRAINED JOINTS SHALL BE INSTALLED ON WATER MAINS AT ALL BENDS, TEES, ELBOWS, ETC. AS REQUIRED BY THE AUTHORITY HAVING JURISDICTION. COST OF SAME SHALL BE INCIDENTAL TO THE UNIT PRICE FOR PIPE INSTALLED.
5. WATER MAIN FITTINGS (BENDS, ELBOWS, TEES, INCREASES, REDUCERS, ETC.) MAY OR MAY NOT BE SPECIFICALLY REFERENCED ON THE CONSTRUCTION PLANS. THEY ARE TO BE CONSIDERED AS INCIDENTAL AND INCLUDED IN THE LINEAL FOOTAGE COST OF THE WATER MAIN.
6. ALL WATER LINES ARE TO BE PRESSURE TESTED AND CHLORINATED PER THE REQUIREMENTS OF THE MUNICIPALITY AND THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

STORM SEWER

1. STORM SEWERS SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIALS AS SPECIFIED ON THE PLANS:
   A. REINFORCED CONCRETE PIPE (RCP) IN CONFORMANCE WITH IDOT STANDARD SPECIFICATIONS DETERMINATION FOR PIPE CLASS, AND CONFORMING TO ASTM C76. ALL STORM SEWER SHALL HAVE GASKETED JOINTS CONFORMING TO ASTM C-361, UNLESS OTHERWISE NOTED.
   B. POLYVINYL CHLORIDE PLASTIC SEWER PIPE (PVC) CONFORMING TO ASTM D3034 WITH ELASTOMERIC GASKETED JOINTS CONFORMING TO ASTM D3212.
   C. HIGH DENSITY POLYETHYLENE PIPE, HDPE, CONFORMING TO ASTM D3350 WITH ELASTOMERIC JOINTS CONFORMING TO ASTM D3212.
   D. DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A21.51 (AWWA C151) WITH JOINTS CONFORMING TO ANSI 21-11 (AWWA C-111).
2. STORM SEWER STRUCTURES SHALL BE PRECAST OF THE TYPE AND DIAMETER AS SPECIFIED IN THE PLANS WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL). LIDS SHALL BE IMPRINTED "STORM".

COOK COUNTY HIGHWAY DEPARTMENT GENERAL NOTES FOR WORK WITHIN COUNTY LINE ROAD:

1. DURING CONSTRUCTION OF PROPOSED IMPROVEMENTS ALONG COUNTY LINE ROAD, TWO-WAY TRAFFIC TO BE MAINTAINED AT ALL TIMES. IF ANY CONSTRUCTION ACTIVITY REQUIRES ENCROACHMENT INTO A TRAFFIC LANE, THAT TEMPORARY LANE CLOSURE SHALL BE RESTRICTED WITHIN THE HOURS OF 9:00 AM TO 3:00 PM FOLLOWING THE APPLICABLE IDOT AND IDOT-DISTRICT 1 TRAFFIC CONTROL STANDARDS.
2. IF ANY EXISTING PAVEMENT MARKINGS AND/OR SIGNAGE ALONG COUNTY LINE ROAD ARE DAMAGED DURING THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS, THE CONTRACTOR SHALL REPLACE THE DAMAGED TRAFFIC CONTROL DEVICES TO THE SATISFACTION OF COOK COUNTY HIGHWAY DEPARTMENT PER IDOT AND IDOT-DISTRICT 1 STANDARDS FOR TRAFFIC CONTROL PAVEMENT MARKINGS AND SIGNAGE.
3. TRENCH BACKFILL MEETING THE REQUIREMENTS OF 208.02 OF THE IDOT STANDARD SPECIFICATIONS IS REQUIRED FOR ANY OPEN UTILITY TRENCHES WITHIN COUNTY RIGHT-OF-WAY.
4. ALL DISTURBED AREAS WITHIN COUNTY LINE ROAD ROW TO BE RESTORED WITH 4" TOPSOIL AND SOD. CONTRACTOR TO WATER SOD AS NEEDED UNTIL ESTABLISHED

IEPA CROSSING REQUIREMENTS

1. HORIZONTAL SEPARATION:
   A. WATERMAINS SHALL BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER OR SEWER SERVICE CONNECTION.
   B. WATERMAINS MAY BE LAID CLOSER THAN TEN FEET TO A SEWER LINE WHEN:
      I. LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET;
      II. THE WATERMAIN IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER; AND
      III. THE WATERMAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.
   I. BOTH THE WATERMAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 653.111 WHEN IT IS IMPOSSIBLE TO MEET (A) OR (B) ABOVE. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.
2. VERTICAL SEPARATION:
   A. A WATERMAIN SHALL BE LAID SO THAT ITS INVERT IS 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATERMAINS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATERMAIN LOCATED WITHIN TEN FEET HORIZONTALLY OR ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATERMAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.
   B. BOTH THE WATERMAIN AND SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING REQUIREMENTS OF SECTION 653.111 WHEN:
      I. IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN 9A) ABOVE; OR
      II. THE WATERMAIN PASSES UNDER A SEWER DRAIN.
   C. A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATERMAIN SHALL BE MAINTAINED WHERE A WATERMAIN CROSSES UNDER A SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATERMAIN.
   D. CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FROM THE WATERMAIN TO THE SEWER OR DRAIN LINE IS AT LEAST TEN FEET.

PAVING

1. BASE COURSE SHALL BE AGGREGATE BASE COURSE, CONFORMING TO IDOT STANDARD SPECIFICATIONS (SEE PLANS FOR THICKNESS).
2. SURFACE COURSE AND BINDER COURSE SHALL BE HOT-MIX ASPHALT (HMA) CONFORMING TO IDOT STANDARD SPECIFICATIONS (SEE PLANS FOR THICKNESS).
3. CURB & GUTTER AND SIDEWALK SHALL BE CLASS SI PORTLAND CEMENT CONCRETE CONFORMING TO IDOT STANDARD SPECIFICATIONS.
4. SUBGRADE SHALL BE FINISHED TO BE WITHIN 0.1 FEET OF DESIGN SUBGRADE ELEVATIONS BY THE EARTHWORK CONTRACTOR. FINE GRADING FOR PAVEMENTS AND SIDEWALKS SHALL BE THE RESPONSIBILITY OF THE PAVING CONTRACTOR.
5. AGGREGATE BASE COURSES SHALL BE PRIMED AT THE RATE OF 0.25 TO 0.50 GALLONS PER SQUARE YARD AND BRICK, CONCRETE, OR HMA BASES SHALL BE PRIMED AT THE RATE OF 0.05 TO 0.10 GALLONS PER SQUARE YARD WITH LIQUID ASPHALT CONFORMING TO THE IDOT STANDARD SPECIFICATIONS AND APPROPRIATE FOR PREVAILING WEATHER AND SITE CONDITIONS. PRIME COAT AND CLEANING THE EXISTING SURFACE SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
6. PAVEMENT SHALL BE CONSTRUCTED ON A THOROUGHLY COMPACTED SUBGRADE MEETING THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND RECOMMENDATIONS OF THE GEOTECHNICAL CONSULTANT. PRIOR TO PLACEMENT OF THE NEW PAVEMENT, THE SUBGRADE SHALL BE PROOF ROLLED WITH A FULLY LOADED TANDEM AXLE DUMP TRUCK (MINIMUM 20 TONS). PROOF ROLLING SHALL BE WITNESSED BY THE GEOTECHNICAL CONSULTANT.
7. SIDEWALKS SHALL BE OF THE THICKNESS AND DIMENSIONS AS SHOWN IN THE CONSTRUCTION PLANS. CONTRACTION JOINTS SHALL BE SET AT 5' CENTERS AND ½ INCH PREMOLDED FIBER EXPANSION JOINTS SHALL BE SET AT 50' CENTERS AND WHERE THE SIDEWALK MEETS THE CURB, A BUILDING, OR AT THE END OF EACH POUR. ALL SIDEWALKS CONSIDERED TO BE ACCESSIBLE ROUTES AS DEFINED BY THE AMERICANS WITH DISABILITIES ACT (ADA) SHALL BE SUBJECT TO ILLINOIS ACCESSIBILITY CODE (IAC) REQUIREMENTS, UNLESS OTHERWISE NOTED.
8. TESTING OF THE SUBBASE, BASE COURSE, BINDER COURSE, SURFACE COURSE, AND CONCRETE WORK SHALL BE REQUIRED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH THE SPECIFIC REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION. A QUALIFIED TESTING FIRM SHALL BE EMPLOYED TO PERFORM THE REQUIRED TESTS.
9. ASPHALT JOINTS FOR BINDER AND SURFACE COURSES ARE TO BE STAGGERED.

REVISIONS

NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: JULY 29, 2022

NO.	DATE	DESCRIPTION
1	08-09-22	ISSUE FOR SCHEMATIC DESIGN
2	10-05-22	ISSUE FOR 50% DD
3	10-10-22	PLANNED DEVELOPMENT RESUBMISSION
4	12-22-22	ISSUE FOR 100% DD

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

SPECIFICATIONS

1657 SHERMER

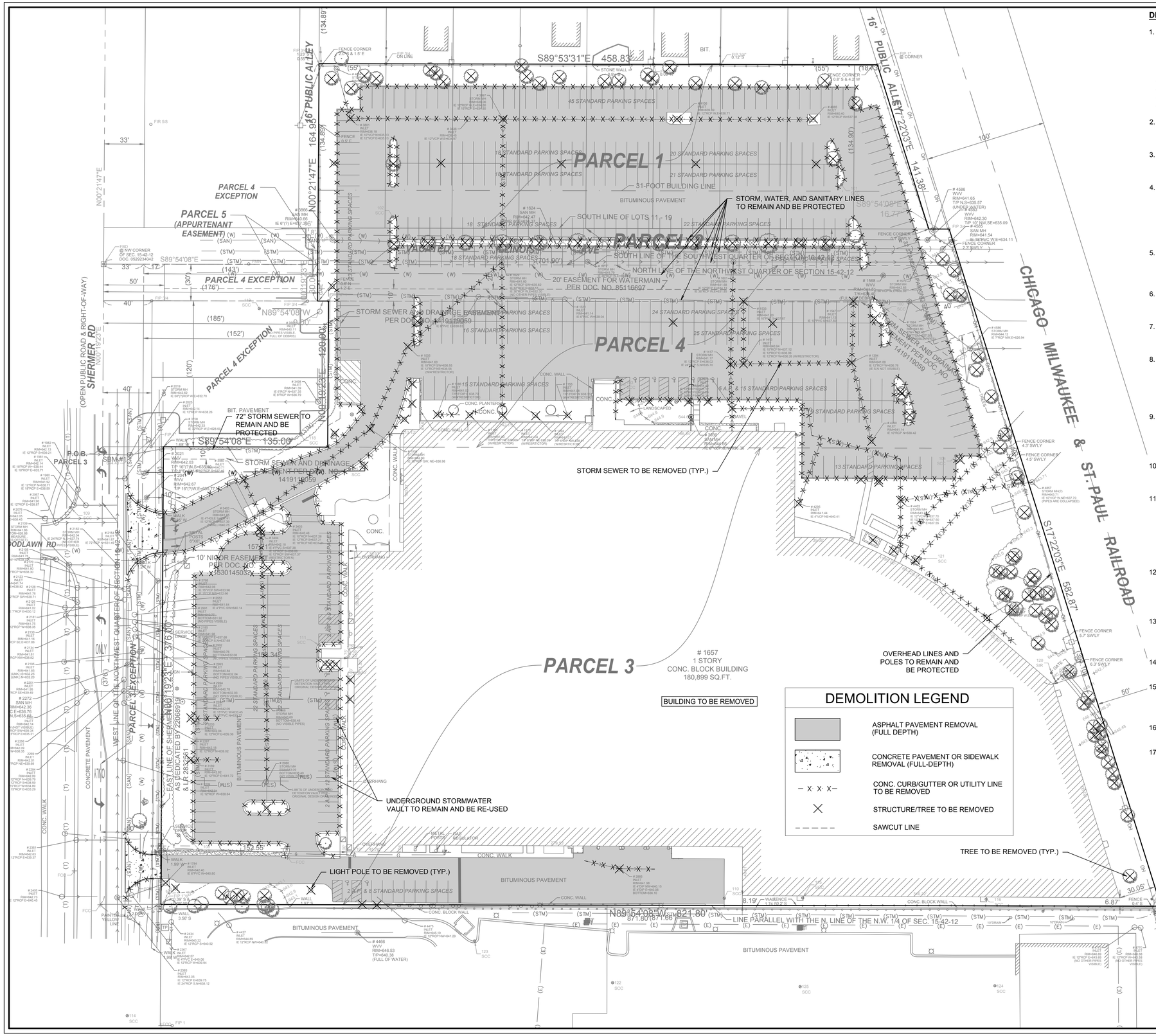
NORTHBROOK ILLINOIS

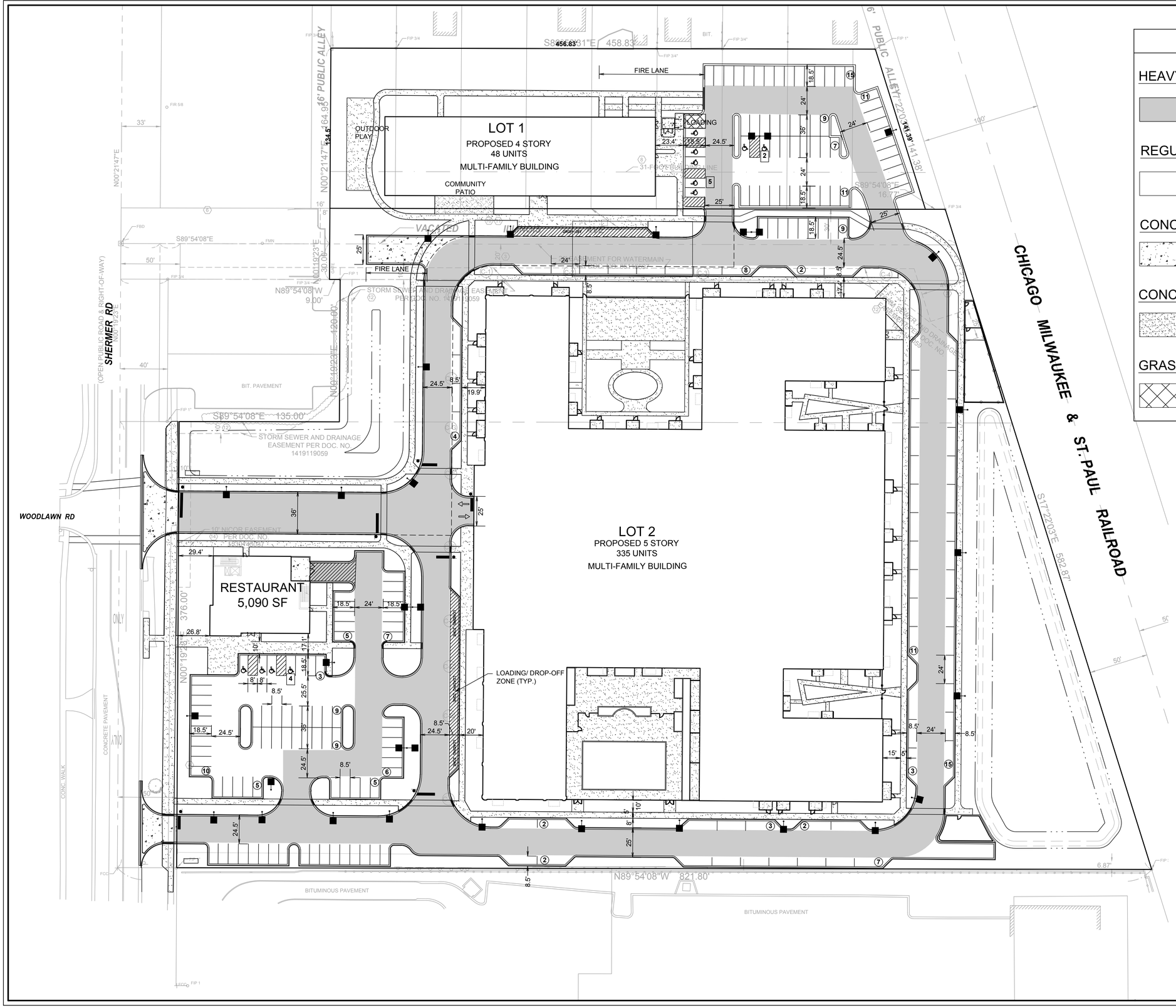
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.

C1.1

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits, Development Concept Plan, Variations, Exceptions)


PARCEL 1
PARCEL 2
PARCEL 3
PARCEL 4
PARCEL 5 (APPURTENANT EASEMENT)
PARCEL 4 EXCEPTION
PARCEL 5 EXCEPTION
16' PUBLIC ALLEY
CHICAGO, MILWAUKEE & ST. PAUL RAILROAD
SHERMER RD
(OPEN PUBLIC ROAD & RIGHT-OF-WAY)
GODLAWN RD
S89°53'31"E 458.83'
N00°21'47"E 164.95'
S17°22'03"E 141.38'
S17°22'03"E 582.87'
N89°54'08"W 821.80'
S89°54'08"E 135.00'
N00°19'23"E 376.00'
N00°19'23"E 140.00'
S89°54'08"E 16.77'
N89°54'08"W 0.00'
LINE PARALLEL WITH THE N. LINE OF THE N.W. 1/4 OF SEC. 15-42-12
SOUTH LINE OF LOTS 11 - 19
NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 15-42-12
SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 10-42-12
EAST LINE OF SHERMER RD AS DEDICATED BY 22068915 & LR 283253
WEST LINE OF THE NORTHWEST QUARTER OF SECTION 15-42-12
31-FOOT BUILDING LINE
20' EASEMENT FOR WATERMAIN PER DOC. NO. 85116697
STORM SEWER AND DRAINAGE EASEMENT PER DOC. NO. 14191119059
10' NICOR EASEMENT PER DOC. NO. 25301450
STORM, WATER, AND SANITARY LINES TO REMAIN AND BE PROTECTED
STORM SEWER TO BE REMOVED (TYP.)
OVERHEAD LINES AND POLES TO REMAIN AND BE PROTECTED
UNDERGROUND STORMWATER VAULT TO REMAIN AND BE RE-USED
72" STORM SEWER TO REMAIN AND BE PROTECTED
LIGHT POLE TO BE REMOVED (TYP.)
TREE TO BE REMOVED (TYP.)
BUILDING TO BE REMOVED
1657
1 STORY
CONC. BLOCK BUILDING
180,899 SQ.FT.
45 STANDARD PARKING SPACES
20 STANDARD PARKING SPACES
18 STANDARD PARKING SPACES
21 STANDARD PARKING SPACES
22 STANDARD PARKING SPACES
24 STANDARD PARKING SPACES
25 STANDARD PARKING SPACES
16 STANDARD PARKING SPACES
15 STANDARD PARKING SPACES
13 STANDARD PARKING SPACES
2 H.P. & 8 STANDARD PARKING SPACES
22 STANDARD PARKING SPACES
BITUMINOUS PAVEMENT
CONC. WALK
CONC. CURB
CONC. PLANTERS
LANDSCAPED AREA
GRAVEL
METAL POSTS
GAS REGULATOR
OVERHANG
SBM #1
SBM #2
P.O.B. PARCEL 3
P.O.B. PARCEL 4
P.O.B. PARCEL 5
P.O.C. PARCEL 5
P.O.B. PARCEL 4 EXCEPTION
P.O.B. PARCEL 5 EXCEPTION
FENCE CORNER 0.8' S & 4.2' W
FENCE CORNER 4.3' SWLY
FENCE CORNER 6' SWLY
FENCE CORNER 4.7' SWLY
FENCE CORNER 6.3' SWLY
FENCE CORNER 2.2' SWLY
FENCE 0.4' S
FENCE 0.2' S & 0.1' W
FENCE 0.3' W
FENCE 0.3' E
FENCE 0.4' E
FENCE 0.5' E
FENCE 0.6' E
FENCE 0.7' E
FENCE 0.8' E
FENCE 1.1' E
FENCE 1.2' E
FENCE 1.3' E
FENCE 1.4' E
FENCE 1.5' E
FENCE 1.6' E
FENCE 1.7' E
FENCE 1.8' E
FENCE 1.9' E
FENCE 2.0' E
FENCE 2.1' E
FENCE 2.2' E
FENCE 2.3' E
FENCE



PAVING LEGEND

HEAVY DUTY HMA PAVEMENT

1.5" HMA SURFACE COURSE, MIX D
2.25" N50 HMA BINDER COURSE, IL9-, N50
6" BAM SUBBASE

REGULAR HMA PAVEMENT

1.5" HMA SURFACE COURSE, MIX D N50
2.25" HMA BINDER COURSE, IL90, N50
4" BAM SUBBASE

CONCRETE PAVEMENT

8" P.C. CONCRETE PAVEMENT WITH (6X6/W2.9=W2.9) W.W.F.
4" AGGREGATE BASE COURSE - CA6

CONCRETE SIDEWALK

5" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE COURSE - CA6

GRASSCRETE

5 ¼" GRASSCRETE UNIT
1" SAND SETTING BED
6" AGGREGATE BASE COURSE - CA6

PARKING SUMMARY

LOT 1	
SURFACE STALLS	= 52
ACCESSIBLE STALLS	= 07
TOTAL PARKING	= 59
LOT 2	
SURFACE STALLS	= 143
ACCESSIBLE STALLS	= 04
GARAGE STALLS	= 513
TOTAL STALLS	= 660

NOTES:

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED YELLOW UNLESS OTHERWISE NOTED.
3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.

GRAPHIC SCALE
40 20 0 40
1" = 40'

REVISIONS			
NO.	DATE	DESCRIPTION	
1	08-09-22	ISSUE FOR SCHEMATIC DESIGN	
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4	12-22-22	ISSUE FOR 100% DD	

ORIGINAL ISSUE DATE: JULY 29, 2022

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

PRELIMINARY SITE LAYOUT AND PAVING PLAN

1657 SHERMER

NORTHBROOK — ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
C3.0

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits, Development Concept Plan, Variations, Exceptions)

LOT 1
PROPOSED 4 STORY
48 UNITS
MULTI-FAMILY BUILDING
FF 642.50

LOT 2
PROPOSED 5 STORY
335 UNITS
MULTI-FAMILY BUILDING
FF 644.50

FF 644.00
RESTAURANT
5,090 SF

PARCEL 1
PARCEL 2
PARCEL 3
PARCEL 4
PARCEL 4 EXCEPTION
PARCEL 5
(APPURTENANT EASEMENT)

S89°53'31"E 458.83'
N00°21'47"E 164.95'
S17°22'03"E 141.38'
S17°22'03"E 582.87'
N89°54'08"W 821.80'
S89°54'08"E 135.00'
N00°19'23"E 120.00'
N00°19'23"E 376.00'

EX. RIM 638.17

PROPOSED UNDERGROUND DETENTION 54" CMP SYSTEM

PROPOSED UNDERGROUND DETENTION 30" CMP SYSTEM

EXISTING STORMTRAP TO BE RE-USED

DETENTION SUMMARY TABLE

NORTH LOT DETENTION REQUIRED: 0.80 AC-FT
NORTH LOT DETENTION PROVIDED: 0.80 AC-FT

SOUTH LOT DETENTION REQUIRED: 4.30 AC-FT
SOUTH LOT DETENTION PROVIDED: 4.36 AC-FT

HWL: 642.00
NWL: 637.00

HWL: 641.00
NWL: 636.00

NOTES:

1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
3. PROVIDE 1.50% CROSS SLOPE AND 4.00% MAXIMUM LONGITUDINAL SLOPE ON ALL SIDEWALKS AND PEDESTRIAN PATHS UNLESS OTHERWISE INDICATED. PLEASE NOTE THAT THE ILLINOIS ACCESSIBILITY CODE REQUIRES A MAXIMUM CONSTRUCTED CROSS SLOPE OF 2.00% AND LONGITUDINAL SLOPE OF 5.00%. (REVISE FOR CITY OF CHICAGO PROJECTS)

GRAPHIC SCALE
40 20 0 40
1" = 40'

REVISIONS

NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: JULY 29, 2022

NO.	DATE	DESCRIPTION
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4	12-22-22	ISSUE FOR 100% DD

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

PRELIMINARY GRADING PLAN

1657 SHERMER

NORTHBROOK ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
C4.0

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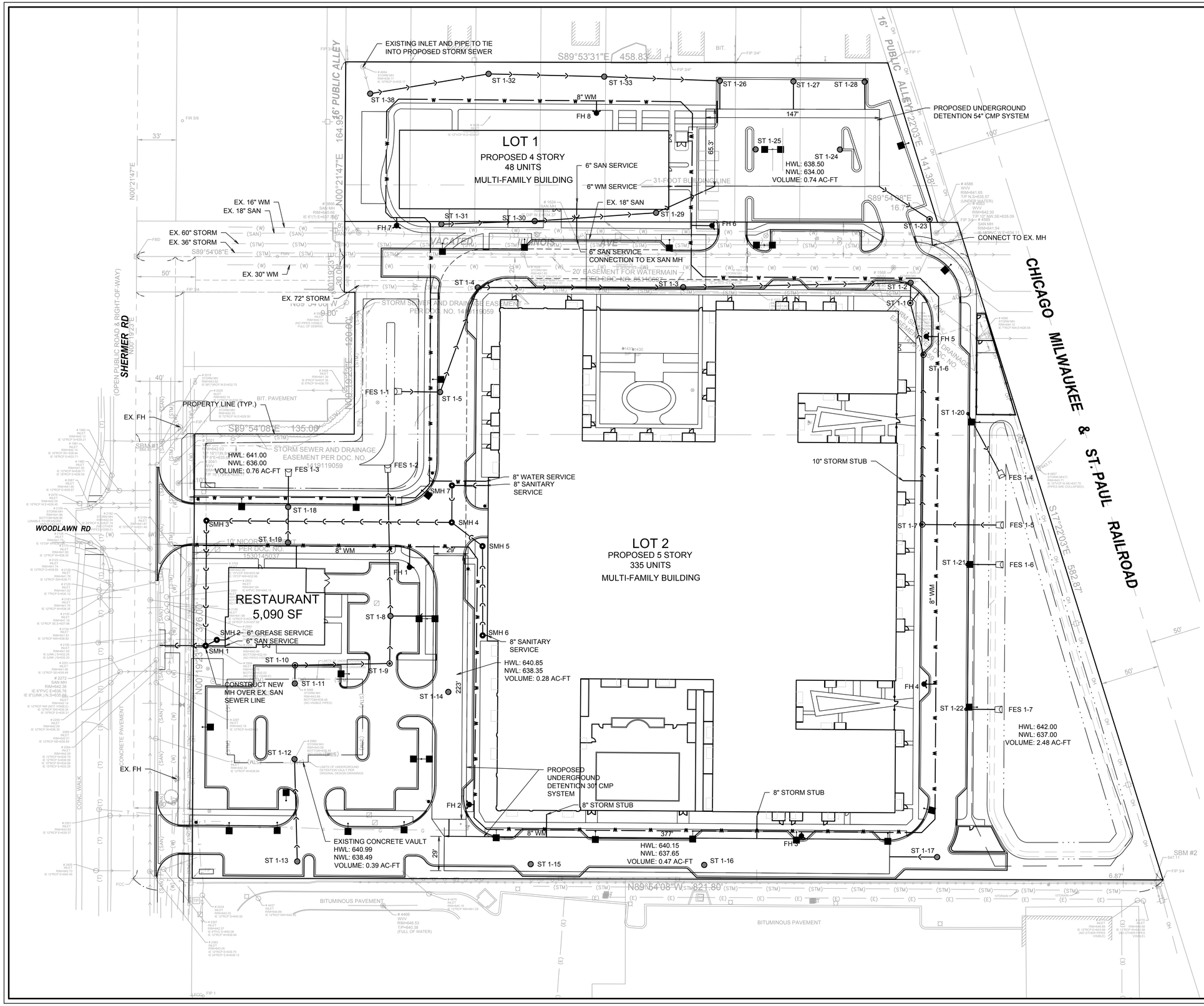

NOTES:

1. CONTRACTOR TO FIELD VERIFY LOCATION, INVERT, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO ORDERING MATERIALS OR BEGINNING UTILITY WORK. CONTRACTOR TO NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
2. UNLESS INDICATED OTHERWISE, FRAME AND OPEN LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-2502 WITH TYPE D LID OR APPROVED EQUAL, AND FRAME AND CLOSED LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-1772 OR APPROVED EQUAL. FRAME AND OPEN LID STORM STRUCTURES IN OPEN SPACE SHALL BE R-4340-B OR APPROVED EQUAL. ALL FRAME AND GRATES SHALL CONFORM TO LOCAL MUNICIPALITY REQUIREMENTS.
   FRAME AND CLOSED LID STORM STRUCTURES LOCATED WITHIN AN ACCESSIBLE ROUTE SHALL BE "NEENAH R-1772 WITH TYPE C LID (OR EQUIVALENT) WITH PERMA-GRIP SURFACE. DRILL 1 - 1" DIAMETER LIFT HOLE INSTEAD OF A STANDARD PICK HOLE."
3. LIGHT POLES SHOWN FOR COORDINATION OR LOCATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE PLANS BY SITE LIGHTING CONSULTANT FOR SITE LIGHTING INFORMATION.

GRAPHIC SCALE
40 20 0 40
1" = 40'

REVISIONS		
NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: JULY 29, 2022

NO.	DATE	DESCRIPTION
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4	12-22-22	ISSUE FOR 100% DD

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

PRELIMINARY UTILITY PLAN

1657 SHERMER

NORTHBROOK ILLINOIS

7325 Janes Avenue
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630.724.9200 phone
www.v3co.com

DRAWING NO.
C5.0

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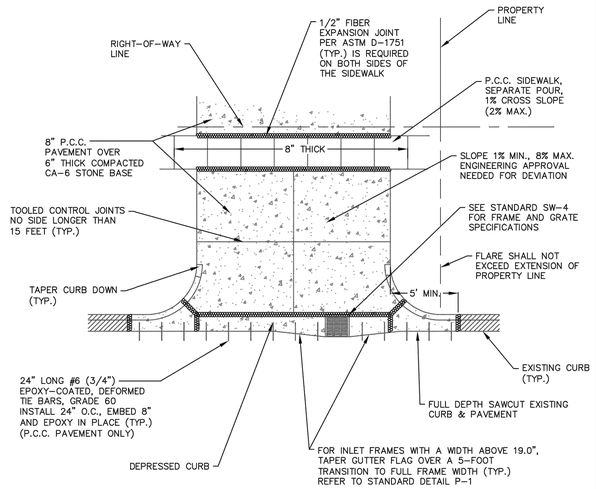
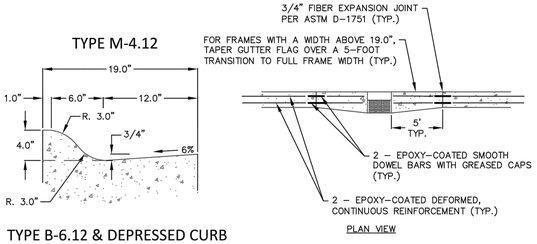


NOTES:
1. ALL EXISTING ABUTTING EXPANSION JOINT MATERIAL SHALL BE REMOVED AND REPLACED.
2. IF THE EXISTING CURB/PAVEMENT HAS REINFORCEMENT BARS, THEY SHALL NOT BE CUT OFF, UNLESS THEY ARE DEEMED UNUSABLE PER ENGINEER.
3. CONCRETE FOR APRON AND SIDEWALK SHALL BE IDOT CLASS SI OR PP-1.
4. ALL CONCRETE SHALL BE IN PLACE NO MORE THAN 1-1/2 HOURS AFTER TRUCK IS LOADED.
5. THE CONTRACTOR IS RESPONSIBLE FOR VIBRATING THE CONCRETE DURING PLACEMENT.
6. WHITE CURING COMPOUND, PER IDOT SECTION 1022.01(C), SHALL BE APPLIED TO THE CONCRETE IMMEDIATELY AFTER IT HAS BEEN FINISHED OR PER MANUFACTURER'S RECOMMENDATION.

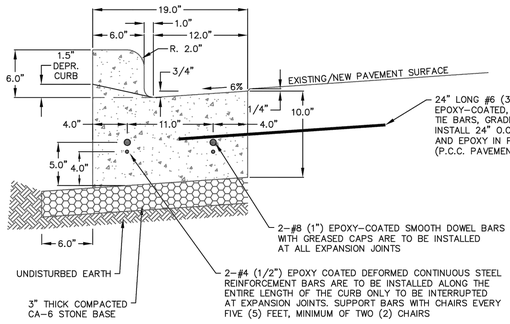
STANDARD COMMERCIAL DRIVEWAY ENTRANCE DETAIL

Village of Northbrook Public Works Department	DATE	REVISIONS	STANDARD DETAIL P-4 (01)
	4-30-20	Added and Revised Notes	
	4-1-21	Added Plan Note	
			(Sheet 1 of 1)

TYPE M-4.12



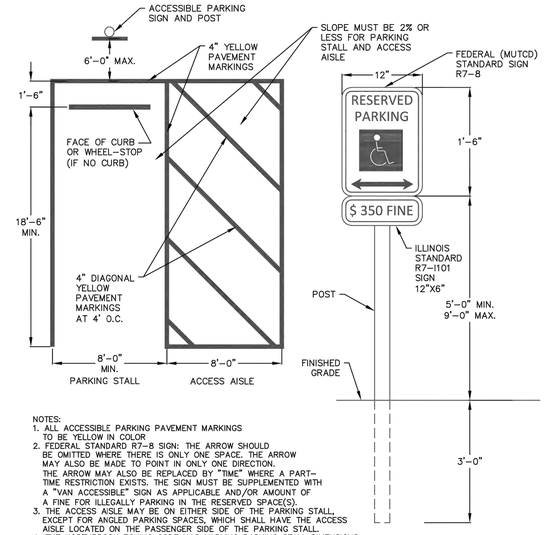
TYPE B-6.12 & DEPRESSED CURB



NOTES:
1. EXPANSION JOINTS ARE TO BE CONSTRUCTED AT 60' INTERVALS AND AT ADDITIONAL LOCATIONS AS SPECIFIED BY THE ENGINEER.
2. CONTRACTION JOINTS ARE TO BE CONSTRUCTED AT 15' INTERVALS AND AT ADDITIONAL LOCATIONS AS SPECIFIED BY THE ENGINEER
3. WITH NEW CURB REPLACEMENT NEXT TO HMA, CONTRACTOR IS REQUIRED TO PLACE 2' OF HMA FULL DEPTH PAID SEPARATELY TO MATCH EXISTING

COMBINATION CURB & GUTTER

Village of Northbrook Public Works Department	DATE	REVISIONS	STANDARD DETAIL P-1 (01)
	4-30-20	Consolidated Details, Revised Notes	
	4-1-21	Added Plan Note	
			(Sheet 1 of 1)

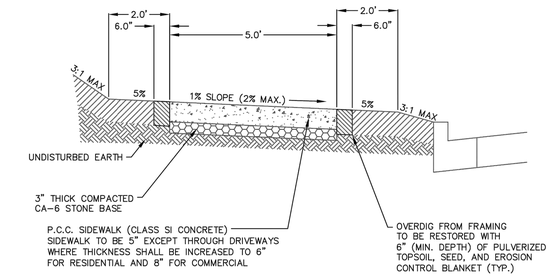


NOTES:
1. ALL ACCESSIBLE PARKING PAVEMENT MARKINGS TO BE YELLOW IN COLOR
2. FEDERAL STANDARD R7-8 SIGN: THE ARROW SHOULD BE OMITTED WHERE THERE IS ONLY ONE SPACE. THE ARROW MAY ALSO BE MADE TO POINT IN ONLY ONE DIRECTION. THE ARROW MAY ALSO BE REPLACED BY "TIME" WHERE A PART-TIME RESTRICTION EXISTS. THE SIGN MUST BE SUPPLEMENTED WITH A "VAN ACCESSIBLE" SIGN AS APPLICABLE AND/OR AMOUNT OF A FINE FOR ILLEGALLY PARKING IN THE RESERVED SPACE(S).
3. THE ACCESS AISLE MAY BE ON EITHER SIDE OF THE PARKING STALL, EXCEPT FOR ANGLED PARKING SPACES, WHICH SHALL HAVE THE ACCESS AISLE LOCATED ON THE PASSENGER SIDE OF THE PARKING STALL.
4. THE NORTHBROOK ZONING CODE HAS VARYING PARKING STALL DIMENSIONS DEPENDING UPON THE ZONING DISTRICT. THIS DETAIL SHOWS THE MOST COMMON SIZE.

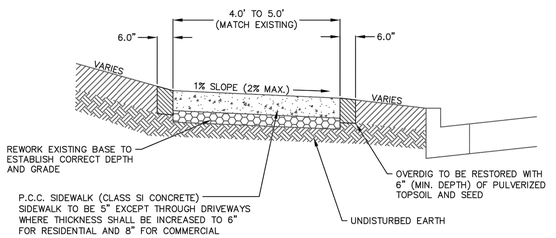
ACCESSIBLE PARKING DETAIL

Village of Northbrook Public Works Department	DATE	REVISIONS	STANDARD DETAIL P-11 (01)
	7-25-19	Dimensions, Notes	
	4-1-21	Added Plan Note	
			(Sheet 1 of 1)

NEW P.C.C. SIDEWALK



P.C.C. SIDEWALK PATCHING



NOTES:
1. WHEN CONSTRUCTING SIDEWALK WITHIN THE DRIPLINE OF A TREE, FOLLOW STANDARD DETAIL FOR "P.C.C. SIDEWALK IN DRIPLINE DETAIL" P-6
2. PROVIDE 1/2" THICK FIBER EXPANSION JOINT PER ASTM D-1751 EVERY 50 FEET

P.C.C. SIDEWALK DETAIL

Village of Northbrook Public Works Department	DATE	REVISIONS	STANDARD DETAIL P-5 (01)
	4-30-20	Consolidated Sidewalk Details	
			(Sheet 1 of 1)

NO.	DATE	ORIGINAL ISSUE DATE: JULY 29, 2022 DESCRIPTION
1	08-09-22	ISSUE FOR SCHEMATIC DESIGN
2	10-05-22	ISSUE FOR 50% DD
3	10-10-22	PLANNED DEVELOPMENT RESUBMISSION
4	12-22-22	ISSUE FOR 100% DD

REVISIONS

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

CONSTRUCTION DETAILS

1657 SHERMER

NORTHBROOK — ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
C6.0

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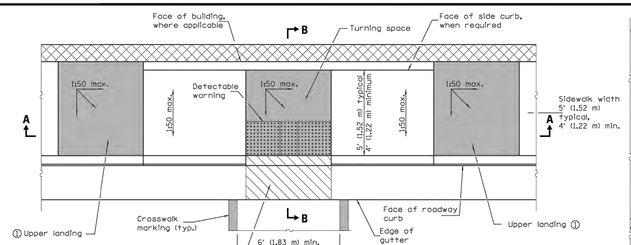
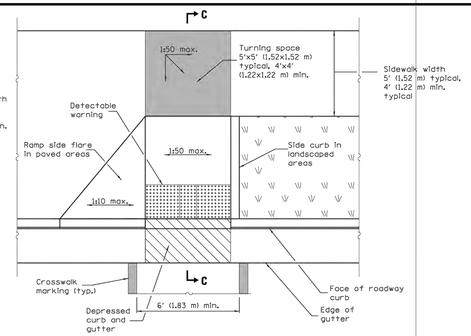
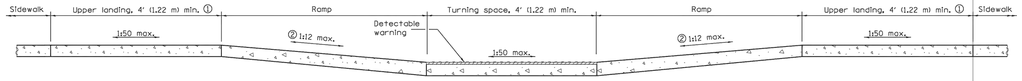


PARALLEL MID-BLOCK CURB RAMP



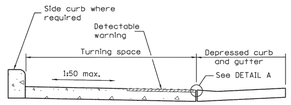
PERPENDICULAR MID-BLOCK CURB RAMP



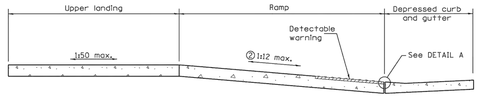
SECTION A–A

① Upper landing(s) not required for ramp slopes flatter than 1:20.

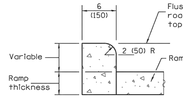
② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).



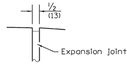
SECTION B–B



SECTION C–C



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

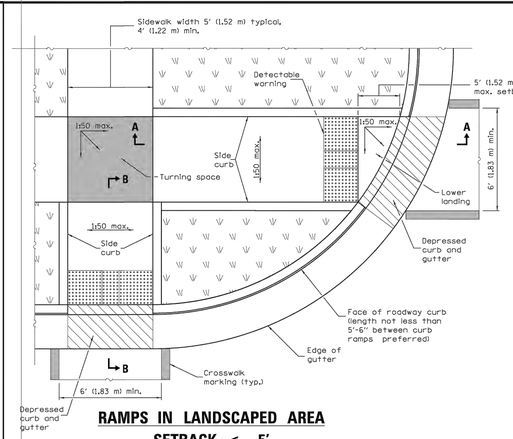
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-15	Changed 'Lower landing' to 'Turning space'. Added note ②. Rev. Gen. Notes.
1-1-13	Widened crosswalk markings to 6' (1.83 m) min. inside dimension. Rev. Gen. Notes.

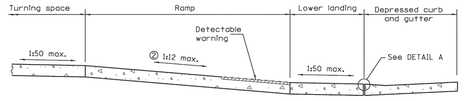
MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-02

Illinois Department of Transportation
PASSED January 1, 2015 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2015 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-15

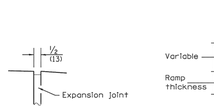


RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

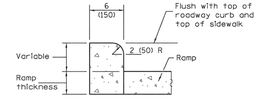


SECTION A–A

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

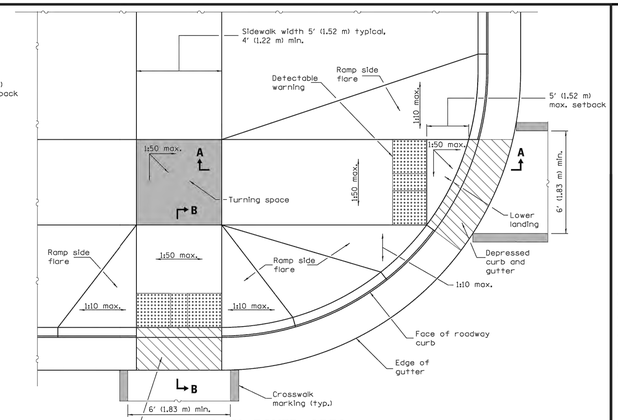


DETAIL A

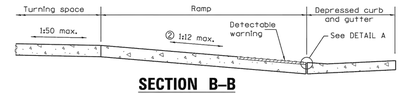


SIDE CURB DETAIL

Illinois Department of Transportation
PASSED January 1, 2015 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2015 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-15



RAMPS IN PAVED AREA
SETBACK ≤ 5'



SECTION B–B

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

See Sheet 2 for GENERAL NOTES.

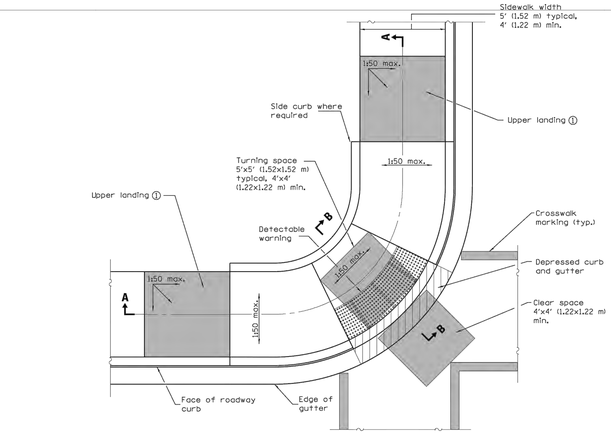
DATE	REVISIONS
1-1-15	① not appl. to Int. sidewalks. Rev. gen. notes. Ch'd Upper landing to Turning space.
1-1-13	Widened crosswalk markings to 6' (1.83 m) min. inside dimension. Rev. Gen. Notes.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

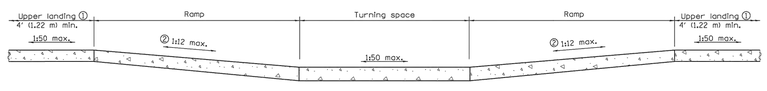
(Sheet 1 of 2)

STANDARD 424001-08

Illinois Department of Transportation
PASSED January 1, 2015 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2015 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-15



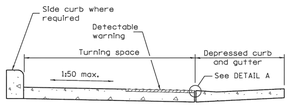
CORNER PARALLEL CURB RAMP



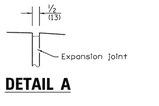
SECTION A–A

① Upper landing(s) not required for ramp slopes flatter than 1:20.

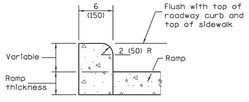
② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).



SECTION B–B



DETAIL A



SIDE CURB DETAIL

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

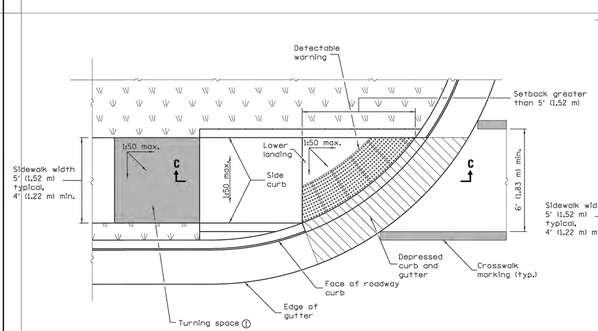
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-15	Changed 'Lower landing' to 'Turning space'. Added x-walk markings. Added note ②.
1-1-13	Revised General Notes.

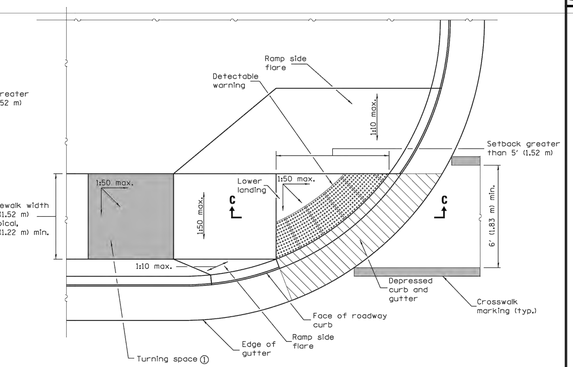
CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

STANDARD 424011-02

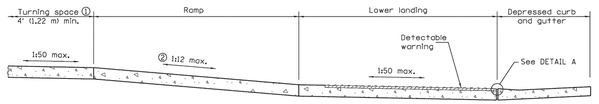
Illinois Department of Transportation
PASSED January 1, 2015 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2015 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-15



RAMP IN LANDSCAPED AREA
SETBACK > 5'



RAMP IN PAVED AREA
SETBACK > 5'



SECTION C–C

① Turning space not required for ramp slopes flatter than 1:20.

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

STANDARD 424001-08

NO.	DATE	DESCRIPTION
1	08-09-22	ISSUE FOR SCHEMATIC DESIGN
2	10-05-22	ISSUE FOR 50% DD
3	10-10-22	PLANNED DEVELOPMENT RESUBMISSION
4	12-22-22	ISSUE FOR 100% DD

REVISIONS

ORIGINAL ISSUE DATE: JULY 29, 2022

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

CONSTRUCTION DETAILS

1657 SHERMER

NORTHBROOK — ILLINOIS

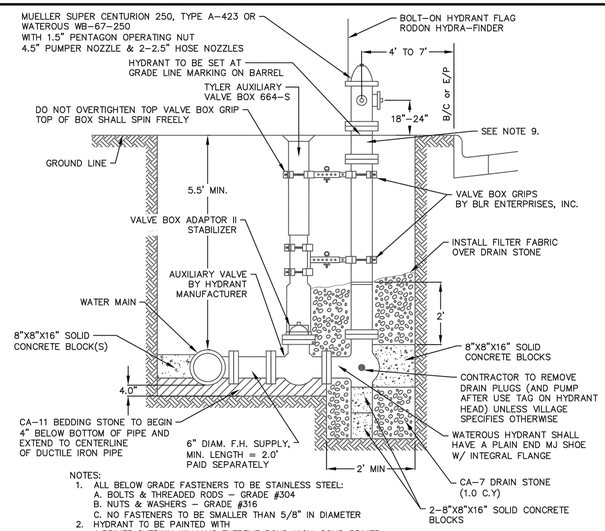
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.

C6.1

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting A

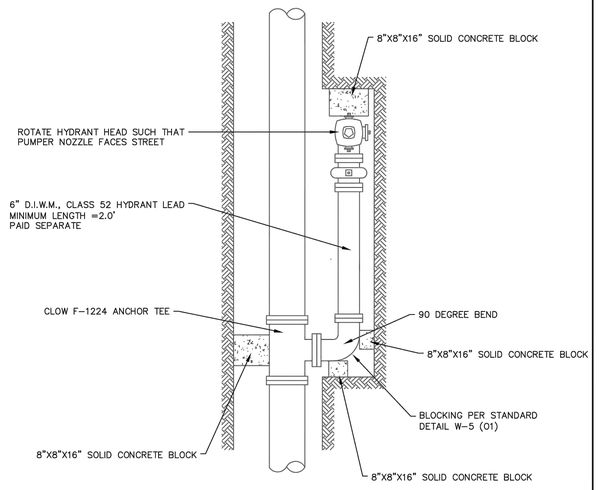
Attachment: Exhibit C of Ordinance - Development Concept Plan, Variations, Exceptions) (Granting Approval of Special Permits,



NOTES:
1. ALL BELOW GRADE FASTENERS TO BE STAINLESS STEEL:
   A. BOLTS & THREADED RODS – GRADE #304
   B. NUTS & WASHERS – GRADE #316
   C. NO FASTENERS TO BE SMALLER THAN 5/8" IN DIAMETER
2. HYDRANT TO BE PAINTED WITH
   A.PRIMER: SHERWIN WILLIAMS EXTREME BOND HIGH-SOLID PRIMER
   B.PAINT: HIGH GLOSS SAFETY RED FIXED RUSTOLEUM HIGH PERFORMANCE V7400
3. ALL DRAIN HOLES TO BE EQUIPPED WITH BRASS BUSHING.
4. VENT CAP REQUIRED ON 2.5" HOSE NOZZLES.
5. ALL HYDRANTS TO BE TRAFFIC MODELS WITH BREAK-AWAY FLANGES.
6. HYDRANTS WILL ONLY BE SET WITH 8"X8"X16" CONCRETE BLOCKS. NO SUBSTITUTIONS WILL BE ALLOWED.
7. HYDRANT MUST BE DATED NO MORE THAN ONE YEAR PRIOR TO DATE OF INSTALLATION.
8. HYDRANT MUST BE COVERED WITH A PLASTIC GARBAGE BIN WHILE BACKFILLING AROUND HYDRANT. CHIPPED/DAMAGED HYDRANTS TO BE REPAIRED PER MANUFACTURERS SPECIFICATIONS AND TO THE VILLAGE'S SATISFACTION.
9. MAX 36" ADJUSTMENT KIT; ONE (1) KIT ONLY. PRIOR TO INSTALLATION OF ADJUSTMENT KIT, NOTIFY RESIDENT ENGINEER OF WORK.
10. SECURITY CHAINS ARE NOT PERMITTED ON NOZZLE CAPS.
11. VALVE BOX ADAPTOR II IS TO BE USED AS THE VALVE BOX STABELIZER
12. ENCASE FIRE HYDRANT STANDPIPE, AUXILIARY VALVE AND LEAD PIPE WITH POLYETHYLENE V-BIO WRAP PER STANDARD DETAIL W-13.

NORTHBROOK FIRE HYDRANT DETAIL

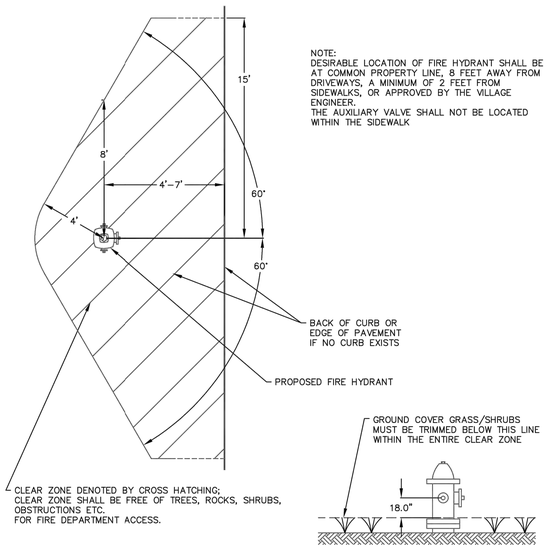
Village of Northbrook Public Works Department	DATE	REVISIONS	STANDARD DETAIL W-1 (01)
	1-9-19	Revised Notes	(Sheet 1 of 1)
	4-1-21	Revised Notes	



PLAN VIEW FOR INSTALLATION METHOD WHEN PROPOSED HYDRANT LOCATION DOES NOT ALLOW FOR THE INSTALLATION OF A MINIMUM 2' LONG HYDRANT LEAD PERPENDICULAR TO THE WATER MAIN. INSTALLATION METHOD SHALL BE AT THE DISCRETION OF THE ENGINEER.

NORTHBROOK FIRE HYDRANT DETAIL

Village of Northbrook Public Works Department	DATE	REVISIONS	STANDARD DETAIL W-1 (02)
	1-9-19	Revised Notes	(Sheet 2 of 2)
	4-1-21	Revised Notes	

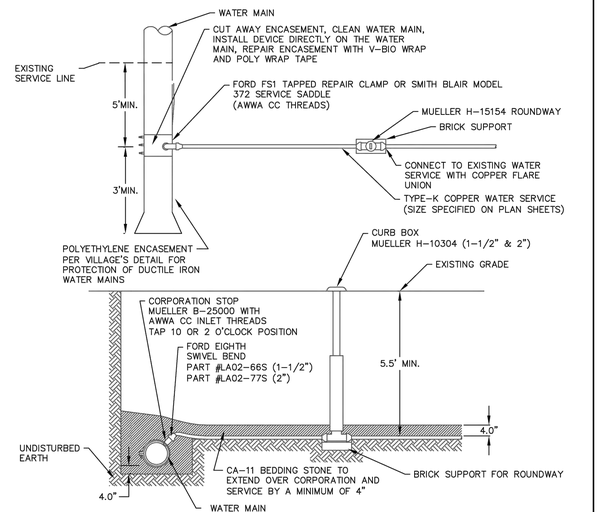


NOTE:
DESIRABLE LOCATION OF FIRE HYDRANT SHALL BE AT COMMON PROPERTY LINE, 8 FEET AWAY FROM DRIVEWAYS, A MINIMUM OF 2 FEET FROM SIDEWALKS, OR APPROVED BY THE VILLAGE ENGINEER.
THE AUXILIARY VALVE SHALL NOT BE LOCATED WITHIN THE SIDEWALK

CLEAR ZONE DENOTED BY CROSS HATCHING;
CLEAR ZONE SHALL BE FREE OF TREES, ROCKS, SHRUBS, OBSTRUCTIONS ETC.
FOR FIRE DEPARTMENT ACCESS.

FIRE HYDRANT CLEARANCE DETAIL

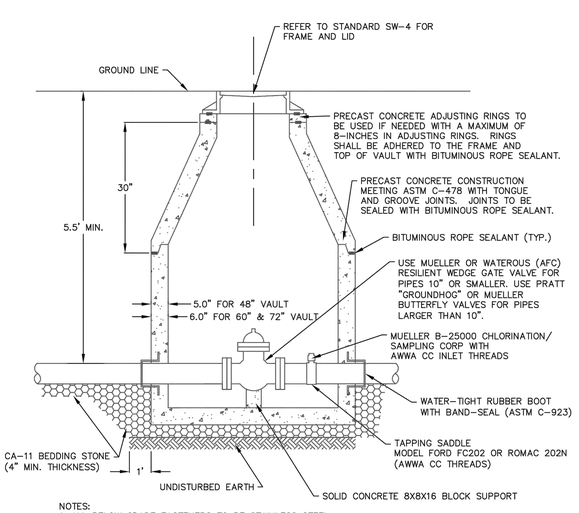
Village of Northbrook Public Works Department	DATE	REVISIONS	STANDARD DETAIL W-2
	1-9-19	Revised Notes	(Sheet 1 of 1)
	4-1-21	Revised Notes	



NOTES:
1. WATER SERVICE TAPS ON VILLAGE OWNED WATER MAIN MUST BE MADE THROUGH A TAPPING DEVICE AS SPECIFIED ABOVE UNLESS OTHERWISE DIRECTED BY VILLAGE STAFF.
2. ALL TREE ROOTS CONFLICTING WITH THE PROPOSED WATER SERVICE INSTALLATION MUST BE ROOT PRUNED WITH A VERMEER V200, OR APPROVED EQUAL "WALK BEHIND" ROOT PRUNING MACHINE TO A MINIMUM DEPTH OF 16 INCHES PRIOR TO ANY EXCAVATION. THE WATER SERVICE MUST BE RELOCATED ACCORDINGLY IF STAFF DETERMINES THAT EXCAVATION WILL THREATEN THE HEALTH OF EXISTING TREES.
3. REFER TO STANDARD X FOR TRACER WIRE DETAIL FOR PVC WATER MAIN
4. CONTRACTOR IS TO SCHEDULE AN INSPECTION FOR EACH SERVICE CONNECTION WITH RESIDENT ENGINEER PRIOR TO BACKFILLING
5. BACKFILL TO BE PLACED IN 8" LOOSE LIFTS AND COMPACTED WITH A MECHANICAL COMPACTOR AND IS SUBJECT TO THE APPROVAL OF THE VILLAGE ENGINEER

WATER SERVICE DETAIL

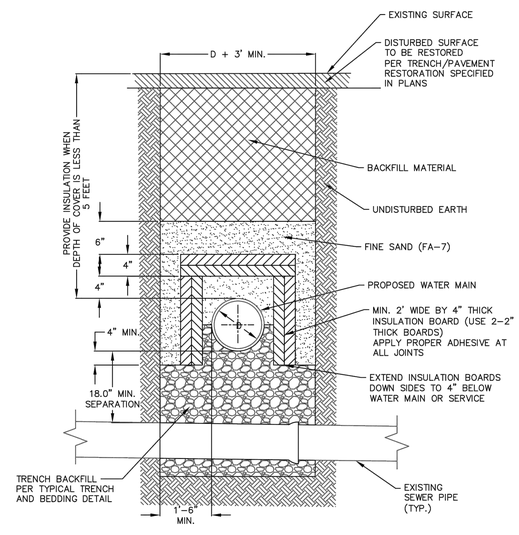
Village of Northbrook Public Works Department	DATE	REVISIONS	STANDARD DETAIL W-4
	1-9-19	Revised Notes	(Sheet 1 of 1)
	4-1-21	Revised Notes. Edited Picture	



NOTES:
1. ALL BELOW GRADE FASTENERS TO BE STAINLESS STEEL:
   A. BOLTS & THREADED RODS – GRADE #304
   B. NUTS & WASHERS – GRADE #316
2. VALVES 12" OR LARGER MAY REQUIRE OFFSET CONES.
3. ALL WATER SHALL BE REMOVED FROM VAULT PRIOR TO FINAL PROJECT INSPECTION
4. VALVE VAULT SIZE SHALL CORRESPOND TO THE TYPE AND SIZE OF VALVE AS FOLLOWS:
   A. 8" VALVE OR SMALLER = 48" VALVE VAULT
   B. 10"-16" VALVE & PRESSURE CONNECTIONS = 60" DIA. VALVE VAULT
   C. 18" VALVE OR LARGER & VALVES W/AIR RELEASE = 72" DIA. VALVE VAULT

WATER MAIN VALVE VAULT DETAIL

Village of Northbrook Public Works Department	DATE	REVISIONS	STANDARD DETAIL W-3
	1-9-19	Revised Notes	(Sheet 1 of 1)



NOTES:
1. INSULATION BOARD TO BE CLOSED CELL, EXTRUDED POLYSTYRENE FOAM MEETING ASTM 578, TYPE VI, 40 PSI COMPRESSIVE STRENGTH (ASTM D-1621) 0.1% MAX. WATER ABSORPTION (ASTM C-272).
2. BACKFILL MATERIAL AROUND INSULATION MUST BE FINE SAND FREE FROM ROOTS, ORGANIC MATTER OR OTHER DAMAGING MATERIALS.
3. OVERLAP ALL INSULATION BOARD JOINTS.

WATER MAIN TRENCH INSULATION DETAIL

Village of Northbrook Public Works Department	DATE	REVISIONS	STANDARD DETAIL W-8 (01)
	1-9-19	New Detail	(Sheet 1 of 1)

ORIGINAL ISSUE DATE: JULY 29, 2022

REVISIONS

NO.	DATE	DESCRIPTION
1	08-09-22	ISSUE FOR SCHEMATIC DESIGN
2	10-05-22	ISSUE FOR 50% DD
3	10-10-22	PLANNED DEVELOPMENT RESUBMISSION
4	12-22-22	ISSUE FOR 100% DD

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

CONSTRUCTION DETAILS

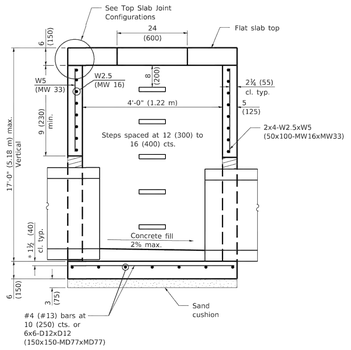
1657 SHERMER

NORTHBROOK ---- ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

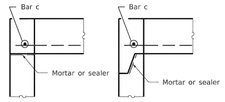
DRAWING NO.
C6.2

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits, Development Concept Plan, Variations, Exceptions)

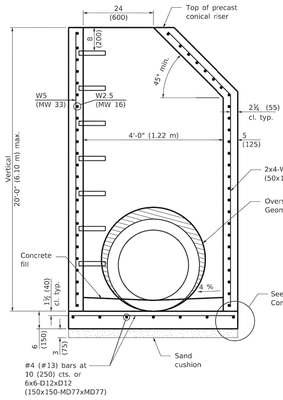


SECTION THRU MANHOLE
(With flat slab top only)

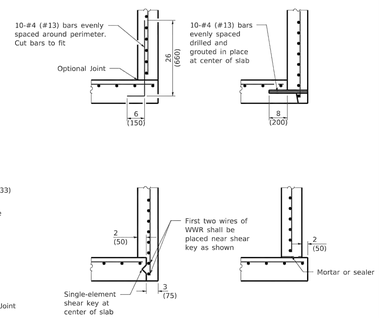
* Typical for top and bottom slabs.



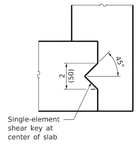
TOP SLAB JOINT CONFIGURATIONS
(Shown at access hole)



SECTION THRU MANHOLE
(With riser)



BOTTOM SLAB JOINT CONFIGURATIONS



SHEAR KEY GEOMETRY
(Reinforcement not Shown for Clarity)

GEOMETRIC LIMITS

Oversized holes, as necessary for constructability, shall satisfy the following requirements:

1. A minimum of 9 (230) of monolithic reinforced concrete shall be maintained above the fabricated pipe hole.
2. A minimum 9 (230) inside arc length of reinforced concrete, extending vertically from bottom slab to top slab, shall be maintained between the fabricated pipe holes.
3. A maximum of 60 percent of the inside perimeter of the reinforced concrete manhole walls may be removed.
4. Horizontal joints through pipe holes shall be spliced when the remaining column between holes, measured along inside arc length, is less than 24 (600). See detail.
5. The recommended oversized hole is equal to the O.D. of the pipe plus 4 (100).

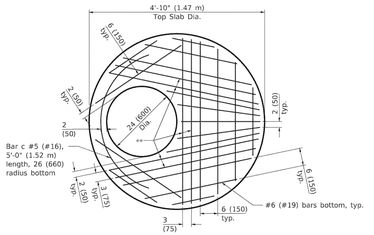
See Sheet 2 for General Notes.

DATE	REVISIONS
1-1-18	Completely revised std. for
	LRFD. Renamed std. Moved
	5' (1.5 m) manhole to new std.
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Revised general notes.

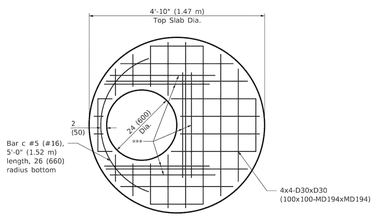
PRECAST MANHOLE TYPE A
4' (1.22 m) DIAMETER
(Sheet 1 of 2)

STANDARD 602401-04

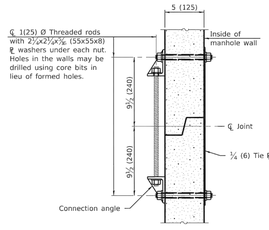
Illinois Department of Transportation
PASSED January 1, 2018 — ENGINEER OF POLICY AND PROCEDURES — Michael Bourk
APPROVED January 1, 2018 — ENGINEER OF DESIGN AND ENVIRONMENT — Maureen M. Addis
BDE 1491 (ISSUED 1-1-18)



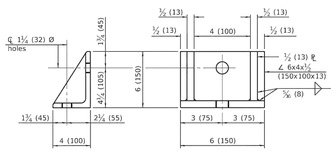
PLAN
(Showing Layout of Reinforcement Bars)



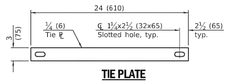
PLAN
(Showing Layout of Welded Wire Reinforcement)



JOINT SPLICE



CONNECTION ANGLE



TIE PLATE

GENERAL NOTES

Joint configuration and dimensions of flat slab shall match and fit the riser joint detail.

The manufacturer shall ensure that all precast manhole sections are additionally reinforced where required to resist damage from handling, shipping and installation stresses.

Lifting holes shall be located in the sections as per the manufacturer's recommendations and grouted prior to backfilling.

See Standard 602701 for details of manhole steps.

All dimensions are in inches (millimeters) unless otherwise noted.

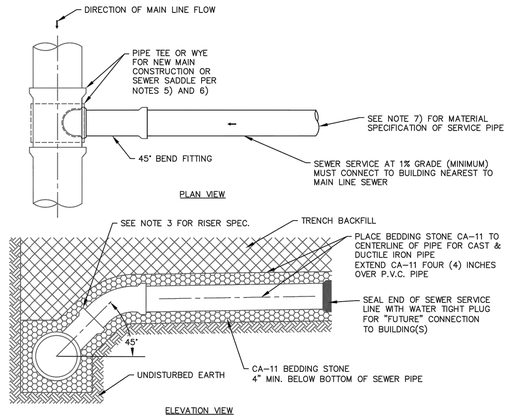
** #5 (#16) bars at 3 (75) cts. bottom.

*** #5 (#16) bars at 3 (75) cts. 36 (910) long bottom. Bundle first bar with closest WWR bar to the opening.

PRECAST MANHOLE TYPE A
4' (1.22 m) DIAMETER
(Sheet 2 of 2)

STANDARD 602401-04

Illinois Department of Transportation
PASSED January 1, 2018 — ENGINEER OF POLICY AND PROCEDURES — Michael Bourk
APPROVED January 1, 2018 — ENGINEER OF DESIGN AND ENVIRONMENT — Maureen M. Addis
BDE 1491 (ISSUED 1-1-18)



NOTES:

1) TRENCH BACKFILL FOR PAVED AREAS, INCLUDING ROAD, CURB AND SIDEWALK: CONTROLLED LOW STRENGTH MATERIAL (CLSM). (CA-6 OR APPROVED EQUAL MAY BE USED ONLY WHEN APPROVED BY THE VILLAGE ENGINEER) TBF REQUIRED 2 FEET BEYOND ANY PAVED SURFACE
2) TRENCH BACKFILL FOR NON-PAVED AREAS: FINELY DIVIDED EXCAVATED MATERIAL FREE FROM ROCKS AND DEBRIS
3) RISER REQUIRED WHEN SEWER DEPTH EXCEEDS NINE (9) FEET. MAXIMUM SLOPE OF 1:1 ON RISERS
4) INSTALL DIP SERVICE LINE FROM FOUNDATION WALL TO THE OUTSIDE OF BUILDING OVERDIG, OR 10 L.F. MIN.AND INSTALL CLEAN-OUT AT THIS LOCATION
5) NEW CONNECTIONS TO MAIN SHALL BE INSTALLED WITH ROMAC CB OR FORD FSS SEWER SADDLE OR VILLAGE ENGINEER APPROVED EQUAL
6) USE LMT(tm) STYLE SADDLE SYSTEM INSTALLATION OR PRE-APPROVED EQUIVALENT WHEN TAPPING LINED SANITARY MAIN. REMOVE HOST CLAY PIPE AS NECESSARY
7) P.V.C., SDR26 SHALL BE USED EXCEPT FOR WHEN WATER MAIN QUALITY PIPE IS REQUIRED. IN THAT CASE USE GREEN C-900 P.V.C PIPE
8) SANITARY SERVICES ARE NOT PERMITTED IN RESIDENTIAL SIDE YARDS

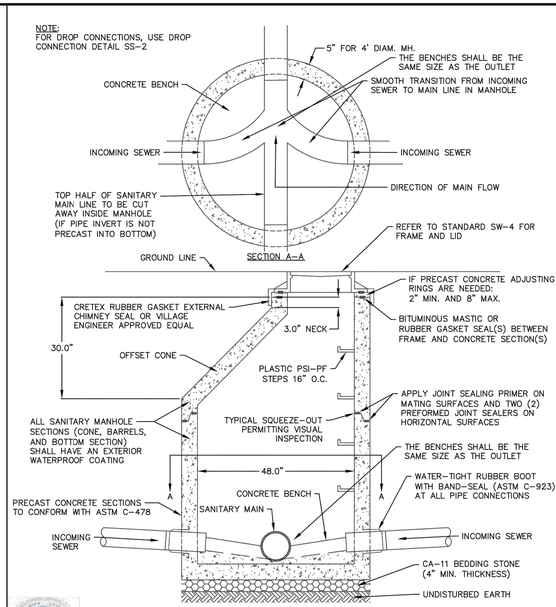
SEWER SERVICE DETAIL

Village of Northbrook Public Works Department

DATE	REVISIONS
4-30-20	Revised Notes
5-12-22	Controlled Low Strength Material

STANDARD DETAIL SS-3 (02)
(Sheet 1 of 1)

NOTE:
FOR DROP CONNECTIONS, USE DROP CONNECTION DETAIL SS-2



SANITARY MANHOLE DETAIL

Village of Northbrook Public Works Department

DATE	REVISIONS
4-30-20	Revised Notes

STANDARD DETAIL SS-1 (01)
(Sheet 1 of 1)

NO.	DATE	DESCRIPTION
		REVISIONS
		ORIGINAL ISSUE DATE: JULY 29, 2022
1	08-09-22	ISSUE FOR SCHEMATIC DESIGN
2	10-05-22	ISSUE FOR 50% DD
3	10-10-22	PLANNED DEVELOPMENT RESUBMISSION
4	12-22-22	ISSUE FOR 100% DD

PROJECT NO: 220603
PROJECT MANAGER: RW
DESIGNED BY: MV
DRAWN BY: BD

CONSTRUCTION DETAILS

1657 SHERMER

NORTHBROOK ---- ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
C6.3

Attachment: Exhibit C of Ordinance - Development Concept Plan Components (6499 : An Ordinance Granting Approval of Special Permits, Development Concept Plan, Variations, Exceptions)

EXHIBIT D

DEVELOPMENT AGREEMENT

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

THIS DOCUMENT PREPARED BY AND AFTER RECORDING RETURN TO:

Steven M. Elrod
Elrod Friedman LLP
325 N. LaSalle Street, Suite 450
Chicago, IL 60654

DEVELOPMENT AGREEMENT

BETWEEN

THE VILLAGE OF NORTHBROOK,

QMC NORTHBROOK HOLDINGS, LLC, AND

HOUSING OPPORTUNITY DEVELOPMENT CORPORATION

(1657 SHERMER ROAD)

DATED AS OF _____, 2023

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

DEVELOPMENT AGREEMENT
BETWEEN
THE VILLAGE OF NORTHBROOK, QMC NORTHBROOK HOLDINGS, LLC, AND HOUSING OPPORTUNITY DEVELOPMENT CORPORATION
(1657 SHERMER ROAD)

THIS DEVELOPMENT AGREEMENT ("***Agreement***") is dated as of the __ day of _____, 2023 and is by and between the **VILLAGE OF NORTHBROOK,** an Illinois home rule municipal corporation ("***Village***"), **QMC NORTHBROOK HOLDINGS, LLC**, a Delaware limited liability company authorized to conduct business in the State of Illinois ("***QMC Developer***"), and **HOUSING OPPORTUNITY DEVELOPMENT CORPORATION**, an Illinois not-for-profit corporation ("***HODC Developer***").

IN CONSIDERATION OF the agreements set forth in this Agreement, the receipt and sufficiency of which are mutually acknowledged, and pursuant to the Village's statutory and home rule powers, the parties agree as follows:

SECTION 1. RECITALS.*

A. The Property is an approximately 10.3-acre parcel of property located at the addresses commonly and collectively known as 1657 Shermer Road in Northbrook, Illinois.

B. As of the Effective Date of this Agreement, the Village is the owner of the Property and QMC Developer, as assignee of Lennar Multifamily Communities, LLC, is the contract purchaser of the Property pursuant to the PSA.

C. Prior to the date of this Agreement, the Property was located primarily in the I-1 Restricted Industrial District and the northernmost portion of the Property was located in the R-5 Single Family Residence District. As of the date of this Agreement, pursuant to the Development Approvals, the Property is located in the VGRC Village Green Residential & Commercial District.

D. The Property is currently improved with a single story industrial and warehouse building.

E. In accordance with the PSA, QMC Developer will acquire the Property from the Village after the Village subdivides the Property into the QMC Parcel and the HODC Parcel. QMC Developer will then immediately donate the HODC Parcel to HODC Developer.

F. QMC Developer intends to demolish and clear the existing Structures on the Property, develop the QMC Parcel on the QMC Parcel, and perform the HODC Site Preparation Work on the HODC Parcel for the HODC Development.

G. HODC Developer intends to develop the HODC Development on the HODC Parcel.

*All capitalized words and phrases throughout this Agreement have the meanings set forth in the preamble above and in Section 2 of this Agreement, or as elsewhere specifically defined in this Agreement. If a word or phrase is not specifically defined in this Agreement, it has the meaning ascribed to it in the Village Code, Zoning Code, or Subdivision Code.

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

H. Developers have filed applications with the Village for the purposes set forth in these Recitals.

I. The Corporate Authorities have concluded that the development and use of the Property pursuant to and in accordance with this Agreement will: (1) further enable the Village to regulate the development of the Property; (2) produce increased tax revenues for the various taxing districts authorized to levy taxes on the Property; and (3) serve the best interests of the Village and its residents.

SECTION 2. DEFINITIONS; RULES OF CONSTRUCTION.

A. Definitions. Whenever used in this Agreement, the following terms have the following meanings unless a different meaning is required by the context. All capitalized words and phrases throughout this Agreement have the meanings set forth in the preamble above and in this Section and the other provisions of this Agreement. If a word or phrase is not specifically defined in this Agreement, it has the meaning ascribed to it in the Village Code, Zoning Code, or Subdivision Code.

Affordable Housing Requirements: The Village's affordable housing standards set forth in Part III of Article IX of the Zoning Code.

Building Code: Chapter 6 of the Village Code.

Business Day: Any calendar day other than a Saturday, Sunday or legal holiday under the laws of the State of Illinois.

Common Areas: Those areas on the Property excluding the Structures, as depicted on the Final Site Plan, together with any and all improvements thereon.

Concurrent Approvals: Defined in Section 3.A. of this Agreement.

Conveyance of Title Date: The date on which the Village conveys title to the Property to QMC Developer pursuant to and in accordance with the PSA, and on which QMC Developer conveys title, via donation, to HODC Developer.

Corporate Authorities: The President and Board of Trustees of the Village of Northbrook, Illinois.

Cost Effective Supportive Housing: Residential housing compliant with the Affordable Housing Requirements reserved for persons who need supportive services and who are living with chronic developmental or intellectual disabilities, as will be further described in the Supportive Housing Restrictive Covenant that will be recorded against the HODC Parcel prior to the closing contemplated in the PSA.

CTM Plan: The Construction and Traffic Management Plan, as further defined in Section 6.F.1 of this Agreement.

Developers*:* QMC Developer and HODC Developer, collectively.

Development: The QMC Development and the HODC Development, collectively.

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

Development Approvals: Those ordinances, resolution, permits, and administrative approvals listed in Section 3 of this Agreement including both the Concurrent Approvals listed in Section 3.A and the Future Approvals listed in Section 3.B.

Development Concept Plan: Those certain plans for the Development approved by the Corporate Authorities pursuant to the Special Permit Ordinance and attached to the Special Permit Ordinance.

Effective Date: The date of execution of this Agreement by all of the Parties as set forth in the first paragraph of page one of this Agreement.

Events of Default: Defined in Section 16.A of this Agreement with respect to QMC Developer, in Section 16.B of this Agreement with respect to HODC Developer, and in Section 16.C of this Agreement with respect to the Village.

Final Development Plan: Collectively, those plans and specifications for the Development to be approved by the Corporate Authorities pursuant to the Development Approvals, in accordance with Section 3.C of this Agreement and the Requirements of Law. Upon the date that all components of the Final Development Plan are approved, the Final Development Plan will, automatically and without further action by the Corporate Authorities or the Parties, be deemed to be incorporated in, and made a part of, this Agreement and to replace the Development Concept Plan in its entirety.

Final Engineering Plan: The engineering plan that receives the approval of the Corporate Authorities in accordance with and pursuant to Section 3.B of this Agreement and in accordance with the Requirements of Law. Upon such approval, the Final Engineering Plan will, automatically and without further action by the Corporate Authorities or the Parties, be deemed to be incorporated in, and made a part of, the Final Development Plan, and by extension, this Agreement.

Final Landscape Plan: The landscape plan that receives the approval of the Corporate Authorities in accordance with and pursuant to Section 3.B of this Agreement and in accordance with the Requirements of Law. Upon such approval, the Final Landscape Plan will, automatically and without further action by the Corporate Authorities or the Parties, be deemed to be incorporated in, and made a part of, the Final Development Plan, and by extension, this Agreement.

Final Site Plan: The site plan that receives the approval of the Village Engineer in accordance with and pursuant to Section 3.B of this Agreement and in accordance with the Requirements of Law. Upon such approval, the Final Site Plan will, automatically and without further action by the Corporate Authorities or the Parties, be deemed to be incorporated in, and made a part of, the Final Development Plan, and by extension, this Agreement.

Future Approvals: Defined in Section 3.B of this Agreement.

HODC Development: The multi-family residential building to be constructed and operated for Cost Effective Supportive Housing on the HODC Parcel, as further described in Section 4.C of this Agreement.

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

HODC Parcel: That certain portion of the Property designated and depicted as Sub-Area B on the Development Concept Plan and as Lot 1 on the Tentative Plat and consisting of 1.5 acres.

HODC Site Preparation Work: The site preparation work to be conducted for the HODC Development as set forth in Section 4.C.4 of this Agreement.

Improvements: The on-site and off-site improvements to be made in connection with the development of the Property, as provided in Sections 4 and 5 of this Agreement, including, without limitation, the Public Improvements to be installed pursuant to the Final Development Plan, but specifically excluding the two buildings and any other Structures to be constructed as part of the QMC Development and the building and any other Structures to be constructed as part of the HODC Development.

Maintenance Guarantee**:** Defined in Section 12.D of this Agreement.

OREA: That certain Operations and Reciprocal Easement Agreement that will be recorded against the Property pursuant to Section 7 of this Agreement.

Parties: QMC Developer, HODC Developer, and the Village, collectively.

Person: Any corporation, partnership, individual, joint venture, limited liability company, trust, estate, association, business, enterprise, proprietorship, governmental body or any bureau, department or agency thereof, or other legal entity of any kind, either public or private, and any legal successor, agent, representative, authorized assign, or fiduciary acting on behalf of any of the above.

Plan Commission: The Plan Commission of the Village, established by Section 2-551 of the Village Code.

Property: That certain tract of land, consisting of approximately 10.3 acres, located at the address commonly known as 1657 Shermer Road, in Northbrook, Illinois and legally described in **Exhibit A** attached to this Agreement.

PSA: That certain Real Estate Purchase and Sale Agreement by and between the Village and QMC Developer, then known as Lennar Multifamily Communities, LLC, dated May 11, 2022, as amended by that certain First Amendment to Real Estate Purchase and Sale Agreement, dated as of the date of this Agreement.

Public Improvements*:* Those Improvements that will be dedicated to, and accepted by, the Village.

Public Improvements Standards Manual: The Village of Northbrook Standards and Specifications for Public and Private Improvements, as amended.

QMC Development: The multi-family residential building and the retail building to be constructed and operated on the QMC Parcel, as further described in Section 4.B of this Agreement.

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

QMC Parcel: That certain portion of the Property designated and depicted on the Development Concept Plan as Sub-Area A and on the Tentative Plat as Lot 2 and consisting of approximately 8.8 acres.

Requirements of Law: All applicable laws, statutes, codes, ordinances, resolutions, rules, regulations, and policies of the Village and any federal, state, local government, or governmental agency with jurisdiction over the Property.

Right-of-Way Improvements: Those Public Improvements to be constructed on or within the public-owned rights-of-way that are adjacent to or in the vicinity of the Property, as specifically described in Section 5.C.1 of this Agreement.

Site Restoration**:** Site restoration and modification activities to establish a park-like setting suitable for passive outdoor recreational activities, including without limitation, demolition of partially constructed improvements and Structures, regrading, erosion control, and installation of sod or seeding.

Special Permit Ordinance**:** Ordinance No. 2023-____, adopted by the Corporate Authorities on January 24, 2023 and as may be amended from time-to-time approving zoning relief for the Development including (i) a tentative plat for the Development; (ii) the Development Concept Plan; (iii) a special permit for a mixed use planned development; (iv) a special permit for an eating place (restaurant) for the Development; (v) approving a special permit for outdoor seating accessory to a permitted eating place; and (vi) variations, waiver, and exceptions.

Stormwater Improvements**:** Those stormwater Improvements depicted on the Development Concept and Final Engineering Plans, and private storm sewers, related equipment, appurtenances, swales, mains, service lines, and storm drainage areas (including specifically, but without limitation, stormwater detention areas) installed and maintained on the Property to ensure adequate Stormwater drainage and management and to collect and direct Stormwater into the Village's storm sewer system.

Structure**:** Anything constructed or erected, the use of which requires more or less permanent location on the ground, or anything attached to something having a permanent location on the ground, but not including paving or surfacing of the ground. Structure shall in all cases be deemed to refer to both structures and buildings, including, without limitation, the two buildings to be constructed on the QMC Parcel and the one building to be constructed on the HODC Parcel.

Subdivision Code: The "Village of Northbrook Subdivision and Development Code," as amended.

Supportive Housing Restrictive Covenant: The covenant to be recorded against the HODC Parcel pursuant to Section 9.B of this Agreement.

Tentative Plat. That certain tentative plat dividing the Property into two lots: the QMC Parcel and the HODC Parcel, approved as part of the Special Permit Ordinance.

Transferee Assumption Agreement: Defined in Section 14.B.4 of this Agreement.

Uncontrollable Circumstance: Any of the following events and circumstances that materially change the costs or ability of QMC Developer or HODC Developer to carry out its obligations under this Agreement:

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

a. a change in the Requirements of Law;

b. insurrection, riot, civil disturbance, sabotage, act of public enemy, explosion, nuclear incident, war, or naval blockade;

c. pandemic, epidemic, hurricane, tornado, landslide, earthquake, lightning, fire, windstorm, other extraordinary weather conditions preventing performance of work, or other similar act of God;

d. governmental condemnation or taking other than by the Village;

e. strikes or labor disputes, other than those caused by the unlawful acts of QMC Developer or HODC Developer, its partners, or affiliated entities;

f. delays caused by the breach of this Agreement or default under this Agreement by the Village;

g. governmental moratoriums;

h. inability to obtain any material or service due to shortages or supply chain disruption.

Uncontrollable Circumstance does not include: (i) delays caused by weather conditions, unless the weather conditions are unusually severe or abnormal considering the time of year and the particular location involved; (ii) economic hardship or economic conditions; or (iii) a failure of performance by a contractor (except as caused by events that are Uncontrollable Circumstances as to such contractor).

***Vertical Construction*:** The construction of any portion of a Structure above grade level.

Village: The Village of Northbrook.

Village Attorney: The duly appointed Village Attorney of the Village.

Village Clerk: The duly elected Village Clerk of the Village.

Village Code: The "Village of Northbrook Code of Ordinances," as amended.

Village Engineer: The duly appointed Village Engineer of the Village.

Village Manager: The duly appointed Village Manager of the Village.

Zoning Code: The "Village of Northbrook Zoning Code," as amended.

B. Rules of Construction.

1. **Grammatical Usage and Construction.** In construing this Agreement, plural terms are to be substituted for singular and singular for plural, in any place in which the context so requires.

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

2. **Headings.** The headings, titles, and captions in this Agreement have been inserted only for convenience and in no way define, limit, extend, or describe the scope or intent of this Agreement.

3. **Calendar Days; Calculation of Time Periods.** Unless otherwise specified in this Agreement, any reference to days in this Agreement will be construed to be calendar days. Unless otherwise specified, in computing any period of time described in this Agreement, the day of the act or event on which the designated period of time begins to run is not to be included and the last day of the period so computed is to be included, unless the last day is a Saturday, Sunday or legal holiday under the laws of the State in which the Property is located, in which event the period shall run until the end of the next day which is neither a Saturday, Sunday, or legal holiday. The final day of any period will be deemed to end at 5:00 p.m., Central prevailing time.

4. **Compliance and Conflict with Other Requirements.** Unless otherwise provided in this Agreement either specifically or in context, in the event of a conflict between or among this Agreement and any plan, document, or Requirement of Law referenced in this Agreement, the plan, document, or Requirement of Law that provides the greatest control and protection for the Village, as determined by the Village Manager, will control. All of the provisions set forth in this Agreement, and all referenced plans, documents, and Requirements of Law are to be interpreted so that the duties and requirements imposed by any one of them are cumulative among all of them, unless otherwise provided in this Agreement either specifically or in context.

SECTION 3. APPROVAL OF DEVELOPMENT.

A. Concurrent Approvals. On January 24, 2023, the Corporate Authorities adopted the following ordinances in connection with the Development (collectively, the "***Concurrent Approvals***"):

1. Ordinance No. 2023-__, titled "An Ordinance Amending the Northbrook Zoning Code to Increase the Permitted Maximum Height for Planned Developments within the VGRC Village Green Residential & Commercial District (1657 Shermer Road) (Plan Commission Docket No. PCD-22-08);"

2. Ordinance No. 2023-__, titled "An Ordinance Rezoning the Property Located at 1657 Shermer Road and Amending the District Zoning Map (1657 Shermer Road) (Plan Commission Docket No. PCD-22-08);" and

3. The Special Permit Ordinance.

B. Future Approvals.

1. **Acknowledgement that Future Approvals are Required.** The Parties acknowledge and agree that, as of the Effective Date, the Village has not yet considered, and has not granted, approvals of the following documents, all of which are required prior to commencement of construction of the QMC Development or the HODC Development, as the case may be (collectively, the "***Future Approvals***"):

i. Final Engineering Plan;

ii. Final Site Plan;

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

iii. Final Landscape Plan; and

iv. Review and recommendation by the Village's Architectural Control Commission of the exterior elevations, façade, and signage for the buildings in the QMC Parcel and the building in the HODC Development (which reviews may occur separately for each Development), in accordance with the procedure set forth in the Zoning Code.

No building permit will be issued for any Structure that is part of the QMC Development or the HODC Development, respectively, unless and until the Future Approvals for the relevant Development parcel have been approved by the Village in accordance with the Requirements of Law. The Village, including its staff and commissions, shall approve the materials submitted for final approval if the documents substantially comply with the Concurrent Approvals. The failure to apply for or obtain Final Approvals for the HODC Development shall not impact QMC Developer's right to proceed with the QMC Development and the failure to apply for or obtain Final Approvals for the QMC Development shall not impact HODC Developer's right to proceed with the HODC Development.

2. **Required Submittals for Future Approvals.** Each Developer shall prepare and submit for review and approval by the appropriate staff and commissions of the Village all applications and documents required under the Requirements of Law ("***Required Submittals***"). Developers have the right, but not the obligation, to make the Required Submittals together.

3. **Timeline for Required Submittals.** The Required Submittals for the QMC Development must be delivered to the Village no later than one month after the date of closing pursuant to the PSA; provided however, that in no event shall the Required Submittals be delivered to the Village later than January 30, 2024, which is the outside date established in the Special Permit Ordinance. The parties acknowledge and agree that the outside date shall be extended in the event that, for reasons set forth in the PSA, the date of closing is extended beyond January 24, 2024. The failure of QMC Developer to submit the Required Submittals within the time period set forth in this Section (as the same may be extended as provided in this Section) shall constitute a QMC Developer Event of Default.

4. **Final Plat of Subdivision.** Prior to the closing pursuant to the PSA, the Village shall cause the Final Plat of Subdivision, which will create the QMC Parcel and the HODC Parcel, to be approved by the Corporate Authorities and recorded against the Property. The Final Plat of Subdivision shall be in substantial conformance with the Tentative Plat. The Supportive Housing Restrictive Covenant will be recorded against the HODC Parcel immediately after the recordation of the Final Plat of Subdivision.

SECTION 4. DEVELOPMENT, USE, AND OPERATION OF THE PROPERTY.

Notwithstanding any use or development right that may be applicable or available pursuant to the provisions of the Village Code, the Zoning Code, the Subdivision Code, or any other rights the QMC Developer and the HODC Developer may have, during the term of this Agreement, the QMC Parcel and the HODC Parcel may be developed, used, operated, and maintained only pursuant to, and in accordance with, the terms and provisions of this Agreement and its exhibits, including, without limitation, the following development conditions. Development, use, operation, and maintenance of the QMC Parcel or the HODC Parcel in a manner materially

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

deviating from these conditions will be deemed a violation of this Agreement and the QMC Developer's and/or the HODC Developer's obligations hereunder, as the case may be, and an Event of Default pursuant to Section 16.A of this Agreement, subject to any applicable notice or cure period.

A. Responsibilities.

1. QMC Developer is responsible for development and construction of the QMC Development and the HODC Site Preparation Work as set forth below, but excluding the remainder of the HODC Development including the development and construction of the residential building on the HODC Parcel. HODC Developer is responsible for the HODC Development (other than the HODC Site Preparation Work) including, without limitation, the development and construction of the residential building on the HODC Parcel. Notwithstanding the foregoing, HODC Developer may undertake the HODC Site Preparation Work in the event that QMC Developer does not undertake such work.

2. The QMC Parcel and the HODC Parcel will be owned and operated independently. There is no management integration nor day-to-day operational integration between the QMC Development and the HODC Development; provided, however, that the Developers will collaborate to ensure that each function as good neighbors and are in compliance with the OREA.

B. QMC Development. The QMC Development must consist of the following required elements, all of which were promised by QMC Developer and served as an enticement to the Village to enter into this Agreement and adopt the Development Approvals:

1. **Multi-Family Building.** A multi-family residential building with a maximum of 318 units on five floors, including five affordable units as set forth in Section 9 of this Agreement, 495 garage parking spaces, 68 surface parking spaces, and site amenities for residents of the building, all depicted and described in the site, landscaping, and elevation plans that are part of the Development Approvals.

2. **Retail Building.** An approximately 6,500 square foot retail building as depicted and described in the site, landscaping, and elevation plans incorporated into the Development Approvals, in which QMC Developer intends to use and shall use good faith efforts to include an Eating Place (restaurant) open to the public with accessory outdoor seating.

C. HODC Development.

1. **Multi-Family Building.** The HODC Development is intended to consist of one multi-family residential building with 48 units on four floors to be used exclusively for Cost Effective Supportive Housing, along with 60 surface parking spaces and site amenities for residents of the building, all as depicted and described in the site, landscaping and elevation plans that are part of the Development Approvals.

2. **Land Donation.** At the closing contemplated in the PSA, QMC Developer will donate the HODC Parcel to HODC Developer at no cost or expense to HODC Developer or to the Village. Any and all tax credits associated with or resulting from the land donation will be assigned to the benefit of HODC Developer.

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

3. **HODC Development Financing Contingency.**

i. Immediately after the closing and land donation contemplated in the PSA, HODC Developer will take all steps necessary to apply for financing of the multi-family building to be used for Cost Effective Supportive Housing from the Illinois Housing Development Authority.

ii. If HODC Developer is unable to secure financing or commence construction of the building on the HODC Parcel by August 30, 2024, the Village will have the right, as documented in the deed conveying title to the HODC Parcel from QMC Developer to HODC Developer, to require that title to the HODC Parcel revert back to the Village. The Supportive Housing Restrictive Covenant will remain in full force and effect whether or not the Village exercises its right of reverter. In the event that the Village does not exercise its right of reverter on or before December 31, 2025, HODC shall have the right, upon delivery of prior written notice to the Village, to secure financing for and commence construction of the HODC Development on the HODC Parcel. The Village may exercise its right of reverter at any time prior to commencement of construction of the HODC Development. Upon the commencement of such construction, the Village's right of reverter shall be null and void and terminate.

4. **Site Preparation Work for HODC Development.**

i. In the event HODC is not approved for funding of the HODC Development by August 1, 2023, QMC Developer shall perform, concurrent with construction of the QMC Development, and subject to reimbursement from HODC Developer pursuant to a separate agreement to be entered into between QMC Developer and HODC Developer, the following site preparation work on the HODC Parcel necessary for the HODC Development: demolition of the existing parking lot on the HODC parcel, mass grading and stabilization, environmental remediation, and stubbed out underground utilities for the HODC Parcel to the edge of the utility easement to be depicted on the Final Engineering Plan.

ii. In the event HODC is approved for funding of the HODC Development by August 1, 2023, and subject to reimbursement from HODC Developer pursuant to a separate agreement to be entered into between QMC Developer and HODC Developer, QMC Developer shall perform the following site preparation work in addition to the site preparation work listed in Section 4.C.4.i above: stormwater detention, water and sanitary sewer connections

5. **Access to HODC Parcel.** In addition to the cross-access easements to be created pursuant to the Final Plat of Subdivision and the OREA, Developers will, prior to the commencement of any construction on the Property, create the necessary easements to allow for (a) QMC Developer to perform the site preparation work contemplated in Section 4.C.4 of this Agreement on the HODC Parcel, and (b) HODC Developer to have sufficient access to the HODC Parcel to construct the residential building and other required and contemplated Improvements on the HODC Parcel.

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D. **General Use and Development Restrictions:** The development, construction, operation, and maintenance of the QMC Development or the HODC Development on the Property, as the case may be, must, except for minor alterations due to final engineering and site work approved by the Village Engineer or the Director of Planning and Development Services, as appropriate, comply, and be in accordance, with the following:

1. This Agreement;

2. The Development Approvals;

3. The Final Development Plan, and all individual plans and documents of which it is comprised;

4. The Zoning Code;

5. The Building Code;

6. The Subdivision Code;

7. The Public Improvements Standards Manual;

8. The OREA;

9. The Supportive Housing Restrictive Covenant; and

10. The Requirements of Law.

Unless otherwise provided in this Agreement either specifically or in context, in the event of a conflict between or among any of the plans or documents listed as or within items 1 through 10 of this Section 4.D, the interpretative provisions of Section 2.B.4 will prevail.

SECTION 5. IMPROVEMENTS.

A. Design and Construction of the Improvements.

1. **Description of Improvements.** The Improvements will be depicted and described on the Final Engineering Plan and the other components of the Final Development Plan, and include, without limitation, the following:

a. The Stormwater Improvements;

b. Sanitary sewer mains and service lines;

c. Water mains and service lines;

d. The Right-of-Way Improvements, as described in Section 5.C of this Agreement;

e. The landscaping, as depicted in the Final Landscape Plan; and

f. The Public Improvements.

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2. **General Standards.**

a. All Improvements must be designed and constructed pursuant to and in accordance with the Development Approvals as those may apply to either the QMC Development or the HODC Development, respectively, and will be subject to the reasonable written satisfaction of the Village Engineer in accordance with the Village Code, the Subdivision Code, and the Public Improvements Standards Manual. All work performed on the Improvements must be conducted in a good and workmanlike manner, with due dispatch, and in compliance with the Improvement Construction Schedule, as well as all permits issued by the Village for construction of the Improvements, subject to Uncontrollable Circumstances. All materials used for construction of the Improvements must be new and of first-rate quality.

b. The Village hereby acknowledges and agrees that the stormwater detention materials will include use of a corrugated metal pipe ("***CMP***") system. QMC Developer and its successors will be responsible for any and all repair and maintenance relating to the use of CMP.

3. **Construction Schedule.**

a. QMC Developer must submit all necessary documents required for the issuance by the Village of building permits for the construction of the QMC Parcel no later than three months after the date on which the Final Approvals are adopted by the Corporate Authorities.

b. Prior to commencing any construction of any Public Improvement, or of any part of the Development that will affect existing utilities or roadways, either Developer, as the case may be, must meet with the Village Engineer, or their designee, to develop a mutually-agreeable plan and schedule for all such construction ("***Improvement Construction Schedule***"). The meeting must take place not less than one week prior to the commencement of any such construction. After the meeting, the applicable Developer must prepare and submit minutes of the meeting to the Village Engineer. No construction may occur prior to the approval by the Village Engineer of the meeting minutes and the Improvement Construction Schedule, which approval shall not be unreasonably withheld, conditioned, or delayed.

4. **Contract Terms; Prosecution of the Work.** Each Developer must include in every contract for work on the Improvements being constructed by such Developer, terms requiring the contractor to prosecute the work diligently and continuously, in full compliance with, and as required by or pursuant to, this Agreement, the Development Approvals, the Final Development Plan, the Improvement Construction Schedule, and the Requirements of Law, until the work is properly completed, subject to Uncontrollable Circumstances, and providing that a Developer may take over and prosecute the work if the contractor fails to do so in a timely and proper manner pursuant to the terms of that Developer's contract with such contractor.

5. **Engineering Services.** Each Developer must provide, at its sole cost and expense, all engineering services for the design and construction of the Improvements that are the responsibility of such Developer, by a professional engineer responsible for overseeing the construction of the Improvements and by an environmental construction manager with respect to any and all site remediation. Each Developer must promptly provide the Village with the name of a local owner's representative and a telephone number or numbers at which the owner's representative can be reached.

6. **Village Inspections and Approvals.** All work on the Improvements is subject to reasonable inspection and approval by Village representatives at all reasonable times upon reasonable prior written notice. QMC Developer will provide access to the QMC Parcel and HODC Developer will provide access to the HODC Parcel for the purpose of conducting these inspections during regular operating hours and within 12 hours outside of regular operating hours following reasonable prior written notice by the Village. Village representatives shall abide by the reasonable safety precautions established by either Developer and/or either Developer's contractor during any such access, and Village representatives shall access the Property at their own risk.

7. **Other Approvals.** Where the construction and installation of any Improvement requires the consent, permission, or approval of any third-party public agency, utility, or private party, QMC Developer must promptly file all applications, enter into all agreements, post all security, pay all fees and costs, and otherwise take all steps that may be reasonably required to obtain the consent, permission, or approval.

B. Utilities. QMC Developer must, at its sole cost and expense, and in accordance with and pursuant to the Final Development Plan, upgrade the connection of all utilities to facilities located on the Property. No utilities located on the Property may be connected to the sewer and water utilities belonging to the Village except in accordance with the applicable provisions of the Village Code and upon payment all fees required pursuant to the Village Code.

C. Right-of-Way Improvements.

1. **Grant of Temporary Construction License.** Subject to the terms and conditions set forth in this Agreement, the Village grants to QMC Developer, and QMC Developer accepts, a non-exclusive revocable license, for the construction, installation, and completion, at the sole effort , cost, and expense of QMC Developer, of Improvements within Village-owned rights-of-way and, as necessary, within adjacent Village-owned parcels (collectively, the ***"Licensed Premises"***), all as depicted in the Final Engineering Plan, and pursuant to and in strict accordance with the terms and provisions of this Section 5.C and the other provisions of this Agreement (***"Improvement Construction License"***), including, without limitation:

a. **Shermer Road Sidewalk.** The installation of a multi-use sidewalk/public walkway of approximately 10 feet in width along the entire eastern Shermer Road frontage of the Property as part of the "Shermer Road Side Path," contemplated in the Village's 2018 Bicycle & Pedestrian Plan providing pedestrian connectivity to the Village's downtown, in accordance with plans and specifications provided by, and acceptable to, the Village Director of Public Works, as generally depicted on the Development Concept Plan (final alignment of the path will be submitted to the Village Engineer for

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review and approval prior to implementation, which approval shall not be unreasonably withheld, conditioned, or delayed);

b. **Utility Line Burial.** The burial of all existing and proposed utility lines and poles, on or in the public right-of-way adjacent to, the Property; and

c. **Landscaping in Public Rights-of-Way.** Installation of landscaping materials within the rights-of-way adjacent to the Property, as depicted in the Final Landscape Plan.

2. **Limitation of Interest.** Except for the Improvement Construction License granted pursuant to this Section 5.C, QMC Developer does not and will not have any legal, beneficial, or equitable interest, whether by adverse possession or prescription or otherwise, in any portion of the Licensed Premises, or the Shermer Road right-of-way, or any other Village-owned property or right-of-way. Specifically, and without limitation of the foregoing, QMC Developer acknowledges and agrees that nothing in this Agreement is to be interpreted to provide a license to QMC Developer to alter any Village-owned right-of-way in any way other than for the installation of the Right-of-Way Improvements identified in this Section 5.C.

3. **Construction of the Right-of-Way Improvements.** QMC Developer must construct the Right-of-Way Improvements in substantial accordance with and pursuant to the Final Development Plan and this Agreement, in a good and workmanlike manner, and subject to inspection and approval by the Village. Specifically, and without limitation of the foregoing, during the period of installation, QMC Developer must: (a) construct all Right-of-Way Improvements in specific locations and of specific designs approved in advance by the Village Engineer, which approval shall not be unreasonably withheld, conditioned, or delayed, and, for landscaping improvements, by the Village Forester, which approval shall not be unreasonably withheld, conditioned, or delayed; and (b) maintain the Licensed Premises and all streets, sidewalks, and other public property in and adjacent to the Licensed Premises in a safe, good and clean condition at all times.

4. **Village's Reservation of Rights Over Licensed Premises.** The Village hereby reserves the right to use the Licensed Premises in any manner that will not prevent, impede, or interfere in any way with the exercise by QMC Developer of the rights granted pursuant to this Section 5.C. The Village will have the right to grant other non-exclusive licenses or easements, including, without limitation, licenses or easements for utility purposes, over, along, upon, or across the Licensed Premises rights-of-way. The Village further reserves its right of full and normal access to the Licensed Premises for the maintenance of any existing or future utility located thereon. The foregoing notwithstanding, any delays in QMC Developer's construction within the Licensed Premises caused by the Village's exercise of its reserved rights set forth herein shall be deemed delays arising from Uncontrollable Circumstances.

5. **Liens.** QMC Developer must, at its sole cost and expense, take all necessary action to keep all portions of the Licensed Premises free and clear of all liens, claims, and demands, including without limitation mechanic's liens, in connection with any work performed by the QMC Developer or its agents.

6. **Maintenance of Right-of-Way by Village.** Without limitation of the provisions of Section 13 of this Agreement, the Village will not be liable for any damage that may occur to the Right-of-Way Improvements as a result of the Village's necessary maintenance

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responsibilities with regard to any right-of-way that is subject to the Improvements Construction License, except to the extent arising from the gross negligence or willful misconduct of the Village's representatives. Any maintenance, repair, or replacement of the Improvements necessary as a result of such Village maintenance or other work will be at the sole cost and expense of QMC Developer, through and including the date of expiration of the License, as set forth in Section 5.C.8 of this Agreement.

7. **Prevailing Wage.** If applicable, Each Developer shall comply with the requirements of the Illinois Prevailing Wage Act (820 ILCS 130/00.1 *et seq.*) for construction of the Public Improvements and any Improvements which will be conveyed to any unit of government.

8. **Term.** The Improvements Construction License granted pursuant to this Section 5.C will expire upon the acceptance by the Village of all Right-of-Way Improvements pursuant to Section 5.E of this Agreement.

D. Timing of Construction of the Improvements. The Village has the right, but not the obligation, to refuse to issue a final certificate of occupancy for any building or Structure located on either the QMC Parcel or HODC Parcel, as the case may be, until the Improvements that are the responsibility of either QMC Developer or HODC Developer, as the case may be, are completed by such Developer and approved by the Village. The foregoing does not preclude the Village's issuance of temporary certificates of occupancy pursuant to the applicable provisions of the Village Code. The issuance of any certificate of occupancy by the Village at any time prior to completion of all of the Improvements by either QMC Developer or HODC Developer, as the case may be, and approval of the applicable Improvements by the Village will not constitute a waiver of the Village's right to withhold any certificate of occupancy and will not confer on either Developer any right or entitlement to any other certificate of occupancy.

E. Dedication and Maintenance of the Improvements.

1. **Final Inspection and Approval of the Improvements.** QMC Developer and HODC Developer must notify the Village when either believes that any or all of the Improvements on their respective parcels have been fully and properly completed and must request final inspection and approval of the Improvement or Improvements by the Village. The notice and request must be given far enough in advance, and in no event with less than one week's advance notice, to allow the Village time to inspect the Improvements and to prepare a punch list of items requiring repair or correction and to allow the Developer time to make all required repairs and corrections prior to the scheduled completion date (as may be established pursuant to this Agreement or in the permits issued by the Village for construction of the Improvements). The Developer must promptly make all necessary repairs and corrections as specified on the punch list. The Village is not required to approve any portion of the Improvements until: (a) all of the Improvements as may be required pursuant to this Agreement, including all punch list items, have been fully and properly completed; and (b) the Village Director of Public Works has determined that the specific Improvement has been constructed to completion, in accordance with the Final Development Plan and Requirements of Law, which determination shall not be unreasonably withheld, conditioned, or delayed. Prior to the issuance by the Village of a final certificate of occupancy for any Structure on the QMC Parcel or HODC Parcel, as the case may be, the respective Developer must install all landscaping on its respective Property, as depicted on the Final Development Plan.

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2. **Dedication and Acceptance of Public Improvements.** Neither the execution of this Agreement, nor the approval of the Development Approvals, nor the execution and recordation of the Final Plat of Subdivision constitutes acceptance by the Village of any Public Improvements that are depicted as "dedicated" on the Final Plat of Subdivision or on the Final Development Plan, if any. The acceptance of ownership of, and responsibility for, a specific approved Improvement as a Public Improvement may be made only by the Corporate Authorities, by adoption of a resolution as set forth in Section 3-506 of the Subdivision Code, and only in compliance with the requirements of the Subdivision Code. The Village is not obligated to accept dedication of any Public Improvement unless and until a temporary certificate of occupancy has been issued for the QMC Parcel.

3. **Transfer of Ownership of the Public Improvements and Easements to the Village.** Upon the approval of, and prior to acceptance of, the Public Improvements to be accepted by the Village pursuant to Section 3-506 of the Subdivision Code and Section 5.E of this Agreement, QMC Developer must execute, or cause to be executed, all documents as the Village may request to transfer ownership of, or to provide easements in, the Public Improvements to, and to evidence ownership of the Public Improvements by, the Village, free and clear of all liens, claims, encumbrances, and restrictions, unless otherwise approved by the Village in writing, which instruments shall be subject to the review and approval of QMC Developer, which approval shall not be unreasonably withheld, conditioned, or delayed.. QMC Developer must, at the same time (a) grant, or cause to be granted, to the Village all insured easements or other property rights as the Village may require to install, operate, maintain, service, repair, and replace the Public Improvements that have not previously been granted to the Village, free and clear of all liens, claims, encumbrances, and restrictions, unless otherwise approved by the Village in writing, and (b) provide a written estimate of the monetary value of each Public Improvement to be accepted by the Village.

4. **Maintenance of Public Improvements.** For a period of one year following acceptance by the Village of the Public Improvements, QMC Developer must, at its sole cost and expense, maintain the Public Improvements without any modification, except as specifically approved in writing by the Village Engineer, in a first-rate condition at all times. QMC Developer hereby guarantees, on its behalf and on behalf of its successors, the prompt and satisfactory correction of all defects and deficiencies in any of the Public Improvements that occur or become evident within one year after acceptance of the Public Improvement by the Village pursuant to this Agreement. In the event the Village Engineer determines, in the Village Engineer's reasonable discretion, that QMC Developer is not adequately maintaining, or has not adequately maintained, any Public Improvement, QMC Developer must, after 15 days' prior written notice from the Village (subject to Uncontrollable Circumstances), correct it or cause it to be corrected, provided, however, if the nature of the corrective work is such that it cannot reasonably be completed within such time, then QMC Developer shall have such additional time as is reasonably necessary to complete such correct, provided QMC Developer promptly commences such correction within such 15 days and thereafter diligently pursues same to completion . If QMC Developer fails to correct the defect, commence the correction of the defect, or diligently pursue correction of the defect to completion following the expiration of the foregoing notice and cure period, then the Village, after ten days' prior written notice to QMC Developer, may, but will not be obligated to, enter upon any or all of the Property for the purpose of performing maintenance work on and to such Public Improvement. In the event that the Village causes to be performed any work pursuant to this Section 5.E.4, QMC Developer must, within 15 days after written demand by the Village, pay the costs of the work to the Village. If QMC Developer fails to pay the costs, the Village will have the right to draw from the Maintenance Guarantee required pursuant

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to Section 12.D of this Agreement, based on costs actually incurred, including reasonable legal fees and administrative expenses.

SECTION 6. DEMOLITION AND CONSTRUCTION OF DEVELOPMENT.

A. General Construction and Contracting Requirements.

1. **Pre-Condition to Issuance of Building Permit.** The Village will have the right, but not the obligation, to refuse to issue a building permit for any Structure to be constructed on the QMC Parcel or HODC Parcel, as the case may be, prior to the approval of the Future Approvals by the Corporate Authorities for such parcel.

2. **Compliance with Plans and Approvals.** The development of the Property must be designed and constructed pursuant to and in accordance with the Final Development Plan and the Development Approvals. All work must be conducted in a good and workmanlike manner and with due dispatch, subject to Uncontrollable Circumstances. All materials used for construction on the Property must be in accordance with the specifications for the work to be performed.

3. **Contracts for Work on Property.** The Developers must include in every contract for work on the Property terms requiring the contractor and its subcontractors to prosecute the work diligently, and in full compliance with, and as required by or pursuant to, this Agreement, the Development Approvals, and the Requirements of Law, until the work is properly completed, subject to Uncontrollable Circumstances, and terms providing that the Developers may take over and prosecute their respective work if the contractor fails to do so in a timely and proper manner.

4. **Village Inspections and Approvals.** All work on the Property will be subject to inspection and approval by Village representatives at all times, subject to Section 5.A.6 above.

B. Demolition of Existing Structures. QMC Developer may commence demolition of existing Structures on the Property only after obtaining all necessary demolition permits from the Village and Cook County and presenting the Village with a plan to mitigate dust, smoke, and other particulates resulting from the demolition. QMC Developer will conduct all demolition work on the Property in full compliance with the Village's permitted construction work hours regulations. QMC Developer will remove and dispose of all debris resulting from the demolition of existing Structures on the Property in compliance with the Requirements of Law.

C. Phasing of Development. The construction of the Improvements and the Development, other than the multi-family building to be constructed on the HODC Parcel (which may proceed independent of the QMC Development), must take place in one continuous phase, subject to seasonal conditions, except to the extent otherwise approved by the Village, which approval shall not be unreasonably withheld, conditioned, or delayed.

D. Limits on Vertical Construction. In addition to any other applicable provision of this Agreement and the Requirements of Law, the Developers may not commence any Vertical Construction on their respective Developments unless the Village Manager has determined that the construction of the following Improvements is complete as required for such Development by this Agreement and Requirements of Law, except as may be authorized in writing by the Village Manager in their sole discretion:

1. The Stormwater Improvements;

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2. A functional water system that can deliver water to all proposed fire hydrants in the manner required by the Village; and

3. Environmental site remediation.

E. Diligent Pursuit of Construction.

1. Once construction has commenced pursuant to this Agreement, the Developers must pursue, or cause to be pursued, all required development, demolition, construction, and installation of Structures, buildings, and Improvements on their respective Property in a diligent and expeditious manner, and in strict compliance with the Village Code and the Requirements of Law. The Developers will conduct all construction work on their respective Property in full compliance with the Village's permitted construction work hours regulations.

2. QMC Developer or HODC Developer, as the case may be, must complete and make ready the Improvements for inspection, approval and, where appropriate, acceptance by the Village pursuant to the Improvement Construction Schedule. Either Developer may be allowed extensions of time beyond the completion dates set forth in such construction schedule only for unavoidable delay caused by Uncontrollable Circumstances or as may be reasonably approved by the Village Manager.

F. Construction Traffic.

1. **Construction and Traffic Management Plan.** QMC Developer must prepare and submit, for review and approval by the Village Director of Development and Planning Services and the Village Engineer, a Construction and Traffic Management Plan (**"*CTM Plan*"**) for the development of the QMC Parcel and HODC Site Preparation Work. The CTM Plan will govern (i) the location, storage, and traffic routes for construction equipment and construction vehicles, and (ii) the location of alternative off-street parking during the construction. The Village has no obligation to issue a building permit for any Structure or Improvement, and no construction may be commenced with respect to the Structure or Improvement, unless and until the Village Director of Development and Planning Services has approved, in writing, the CTM Plan, which approval shall not be unreasonably withheld, conditioned, or delayed. The Village agrees to cause the CTM Plan to be promptly and expeditiously reviewed by the Village Director of Development and Planning Services; provided, however, that nothing in this Agreement is to be deemed or interpreted to require the Village to approve the CTM Plan. QMC Developer must comply with the CTM Plan, and failure to do so continuing beyond any applicable notice and cure period is a QMC Developer Event of Default. The CTM Plan must include, without limitation, the following:

a. The schedule and traffic routes for construction traffic accessing the Property;

b. The designation of machinery and construction material storage areas on the Property;

c. Provisions for the screening of construction areas within the Property;

d. The hours of operation and schedule for construction on the Property;

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e. The location of areas on the Property for the parking of construction vehicles and vehicles operated by construction employees;

f. The location of alternative off-street parking to replace any parking temporarily lost due to construction; and

g. The location of temporary and durable off-street parking on the Property for construction employees.

2. **Designated Routes of Access.** The Village reserves the right to designate certain prescribed routes of access to the Property for construction traffic to provide for the protection of pedestrians and to minimize disruption of traffic and damage to paved street surfaces, to the extent practicable; provided, however, that the designated routes must not: (a) be unreasonably or unduly circuitous; nor (b) unreasonably or unduly hinder or obstruct direct and efficient access to the Property for construction traffic.

3. **Maintenance of Routes of Access.** At all times during the construction of the Structures and Improvements, each Developer must: (a) keep all routes used for such Developer's construction traffic free and clear of mud, dirt, debris, obstructions, and hazards; and (b) repair any damage caused by such Developer's construction traffic.

G. Stormwater Management and Erosion and Dust Control During Construction. During construction of any of the Structures or Improvements on their respective Property, Developers must:

1. Install and implement such measures as necessary to temporarily divert or control any accumulation of stormwater away from or through their respective Property in a manner approved in advance by the Village Engineer, which approval shall not be unreasonably withheld, conditioned, or delayed, which method of diversion must include early installation of storm drains to collect water and convey it to a safe discharge point;

2. Install erosion control devices as necessary to prevent silt, dirt, snow, water, ice, and other materials from leaving the site and traveling onto other properties. All debris, spoils, materials, and waste generated by demolition, grading, construction, installation and paving on their respective Property must be properly removed or disposed of in accordance with the Requirements of Law; and

3. Mitigate dust, smoke, and other particulates resulting from construction activities.

All installations made pursuant to this Section 6.G must be maintained on their respective Property by Developers until all final certificates of occupancy have been issued by the Village for the Development, except as otherwise may be approved by the Village Manager.

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H. Issuance of Permits and Certificates.

1. **General Right to Withhold Permits and Certificates**. In addition to every other remedy permitted by law for the enforcement of this Agreement, the Village has the absolute right to withhold the issuance of any building permit or certificate of occupancy for either the QMC Development or the HODC Development, as the case may be, at any time when, subject to applicable notice and cure provisions, either QMC Developer or HODC Developer, as the case may be, has failed or refused to meet fully any of its respective obligations under, or are in violation of, or is not in full compliance with, the terms of this Agreement, the Development Approvals, or the Requirements of Law, provided, however, in no event shall the issuance of any building permit or certificate of occupancy be withheld (i) from the HODC Development, due to any such failures or violations by QMC Developer, or (ii) from the QMC Development due to any such failures or violations by HODC Developer.

2. **Completion of Public Roads, Private Driveways, and Parking Areas.** No final certificate of occupancy associated with any new Structure to be located on the Property will be issued until the final grading, application of final surface course, and, where applicable, striping of parking space for the roads, driveways, and parking areas serving the uses within such Structure has been completed.

I. Completion of Construction; Site Restoration.

1. **Removal of Partially Constructed Structures and Improvements.** Subject to Uncontrollable Circumstances, if QMC Developer or HODC Developer fails to diligently pursue all demolition and construction as required in, or permitted by, this Agreement to completion within the time period prescribed in the building permit or permits issued by the Village for such Party's required demolition and construction, as the case may be, and if a perfected application to renew the building permit or permits is not filed within 30 days after the expiration of the permit or permits, QMC Developer or HODC Developer, as applicable, must, within 90 days after notice from the Village: (a) remove any partially constructed or partially completed Structures or Improvements from the Property; and (b) perform Site Restoration on that portion of the Property in which QMC Developer or HODC Developer has failed to complete all such demolition and construction, all in accordance with plans approved by the Village. The foregoing notwithstanding, the failure by one of QMC Developer or HODC Developer to comply with this Section 6.I.1 shall not affect the permitting or approvals, including issuance of a building permit and/or certificate of occupancy, of the Developer not in default under this Section.

2. **Removal and Restoration by Village.** In the event QMC Developer or HODC Developer fails or refuses to remove any partially completed buildings, Structures, and Improvements, or to perform Site Restoration, as required pursuant to Section 6.I.1 of this Agreement, the Village will have, and is hereby granted the right, at its option, to: (a) demolish and/or remove any of the partially completed Structures and Improvements from any and all portions of the Property owned by the Developer failing to perform its obligations set forth in Section 6.I.1; (b) perform Site Restoration of the portions of the Property owned by the Developer failing to perform its obligations set forth in Section 6.I.1; and/or (c) cause the Structures or Improvements on the portions of the Property owned by the Developer failing to perform its obligations set forth in Section 6.I.1 to be completed in accordance with the plans submitted. QMC Developer or HODC Developer, as applicable, must fully reimburse the Village for all costs and expenses, including reasonable legal and administrative costs, actually incurred by the Village for such work, with the responsibility for reimbursement being determined based on whether the work was the responsibility of QMC Developer or HODC Developer. If QMC Developer or HODC Developer does not so fully reimburse the Village, the Village will have the right to draw from the

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Guarantee and the Maintenance Guarantee, as described in and provided pursuant to Section 12 of this Agreement, an amount of money sufficient to defray the entire cost of the work actually incurred by the Village, including reasonable legal fees and administrative expenses. If QMC Developer or HODC Developer, as applicable, does not so fully reimburse the Village, and the Guarantee and Maintenance Guarantee have no funds remaining in them or are otherwise unavailable to finance such work, then the Village will have the right to place a lien on the portions of the Property owned by the Developer failing to perform its obligations set forth in Section 6.I.1for all such costs and expenses in the manner provided by law. The rights and remedies provided in this Section 6.I.2 are in addition to, and not in limitation of, any other rights and remedies otherwise available to the Village in this Agreement, at law, and/or in equity.

J. **Damage to Public Property.** Developers must maintain their respective Property and all streets, sidewalks, and other public property in and adjacent to their respective Property in a good and clean condition at all times during the development of their respective Property and construction of the Development. Further, Developers must: (1) promptly clean all mud, dirt, or debris deposited on any street, sidewalk, or other public property in or adjacent to their respective Property by Developers or any agent of or contractor hired by, or on behalf of, Developers; and (2) repair all damage caused by the activities of Developers or any agent of or contractor hired by, or on behalf of, Developers.

K. **Tree Preservation.** Developers must comply with all applicable tree preservation regulations set forth in Chapter 25 of the Village Code.

L. **Exterior Lighting.** All exterior lighting on the Property must comply at all times with the lighting requirements in the Village Code and conform to the Photometric Plan included as part of the Final Development Plan.

M. **As-Built Plans.** After completion of construction of any new Structure or Improvement, whichever of QMC Developer or HODC Developer that completed the construction, must submit to the Village Director of Development and Planning Services: (1) final "as-built" plans related to drainage, grading, storm sewer, sanitary sewer and water mains, and associated Structures; and (2) other final construction documents (in paper and, for Improvements, electronic format) as required and approved by the Village Engineer and the Village Director of Development and Planning Services. The as-built plans must indicate, without limitation, the amount, in square feet, of impervious surface area on the Property. A licensed Professional Engineer ("***PE***") and Professional Land Surveyor ("***PLS***") registered in the State of Illinois must stamp the as-built site construction plans. The PE and/or PLS must stamp and sign the final engineering pages of the site construction plans, and the PLS must stamp and sign the final site survey.

SECTION 7. OPERATION AND RECIPROCAL EASEMENT AGREEMENT. Prior to the issuance of a final certificate of occupancy for any portion of the Development, Developers must: (i) prepare and submit to the Village Manager and the Village Attorney, for their respective review and approval, an Operation and Reciprocal Easement Agreement (or similarly binding legal instrument) ("***OREA***"); and (ii) record the OREA against title to the Property. The OREA will clearly define the rights and responsibilities of the owners and occupants of the various parcels that comprise the Property and all of their respective successors and assigns, with regard to the following "***OREA Obligations***":

A. Maintenance of access drives, loading docks, private streets, alleys, roadways, and other commonly used features;

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B. Maintenance, cleaning, and operation of any stormwater facilities and all other on-site Improvements serving the Property;

C. Maintenance of, the landscaping in accordance with the Final Landscape Plan on public and private property;

D. Snow removal and storage on the Property;

E. Easements to be created: (i) allowing cross-access between the parcels comprising the Property; (ii) allowing access over, on, and above the Common Areas (other than the private amenities for each residential building) for the exclusive benefit of the owners, tenants, and guests of the parcels comprising the Property and for the benefit of the Village, for stormwater drainage and detention, emergency response, utility maintenance and repair, and for the purpose of maintaining the Common Areas; (iii) for utilities of the Village and other governmental bodies and utility services over, on, and across the Property and the Common Areas for the purposes of making repairs, installing and servicing utilities, and providing emergency services;

F. All easements for stormwater drainage and detention must remain unobstructed and the access to any retention and detention basins in Common Areas containing stormwater detention and drainage facilities may not be blocked by a fence, landscaping, or any other Structure, or planting, of any kind or nature, erected within said easement without written approval of the Village Manager. In addition, no grade changes will be permitted in said easement without the prior written approval of the Village Engineer;

G. An easement for Village emergency and utility personnel and vehicles must include provision of necessary keys, codes, or equipment to open any private gates or access point needed to make use of the easement; and

H. The Village is an intended third-party beneficiary of the OREA, and, therefore, will have the right, but not the obligation, to enforce all covenants contained in the OREA. The Village must be given the right, after 15 days' written notice to the owner or owners of the applicable lot or lots within the Property, as may be appropriate: (i) to perform any OREA Obligations that the owner(s) of the applicable lot(s) has neglected to perform (or to commence and diligently pursue completion of such maintenance work within such 15 day period if such maintenance work is not reasonably capable of being completed within such 15 day period); (ii) to assess the owner(s) of the applicable lot(s) for such work; and (iii) to have a lien placed against the affected lot(s) belonging to an owner(s) failing to pay such assessment if such assessment is not paid within thirty (30) days after written notice from the Village.

SECTION 8. PAYMENT OF FEES AND CONTRIBUTIONS. Developers will fully comply with, and cause to be paid, the fees in lieu of land contributions calculated pursuant to Article IV of the Subdivision Code for the following districts (collectively, ***"Impact Fees"***):

1. Northbrook Park District;

2. Northbrook Public Library; and

3. Northbrook Elementary School Districts 28 and 30 (as applicable); and

4. Glenbrook High School District 225.

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The Impact Fees are based on a per unit basis and those Impact Fees applicable to either the QMC Development or HODC Development, as the case may be, must be paid prior to the issuance of a certificate of occupancy for any residential Structure on the applicable Property, or portion thereof. Developers acknowledge that the payment of development impact fees imposed by Article IV of the Subdivision Code, as well as Chapter 19 of the Village Code, are reasonable and that Developers hereby hold harmless and release the Village, the Northbrook Park District, the Northbrook Public Library, Northbrook Elementary School Districts 28 and 30, and Glenbrook High School District 225 (collectively, the ***"Districts"***) from any claim or other action Developers may have against either or both the Village or the Districts as a result of Article IV of the Subdivision Code, Chapter 19 of the Village Code, and the impact fees exacted thereunder for distribution to any District by the Village. Developers acknowledge and agree that, if Developers are entitled to any credit toward the Impact Fees as a result of development impact fees previously paid by third-parties with respect to other proposed developments of the Property, and if such credit exceeds the Impact Fees otherwise due pursuant to this Section 8: (a) the Village will have no liability or responsibility whatsoever to pay to Developers the difference between the credit and the Impact Fees otherwise due; and (b) Developers must pursue any claim for any such payment with the affected Districts.

SECTION 9. AFFORDABLE HOUSING. The Development must fully comply with the Affordable Housing Requirements as apportioned between QMC Developer and HODC Developer in this Section, and satisfaction of the obligations as set forth constitutes compliance with the Affordable Housing Requirements:

A. The multi-family building that is part of the QMC Parcel must include no less than five residential units offered, leased, and used as affordable units as required by Section 9-304 of the Affordable Housing Requirements (collectively, the "***Affordable Units***"). QMC Developer shall market and manage the Affordable Units in accordance with the Affordable Housing Compliance Plan approved by the Village for the QMC Parcel, which Plan shall be incorporated into a restrictive covenant to be recorded against the QMC Parcel prior to the issuance of a final certificate of occupancy for any portion of the QMC Development in a form acceptable to the Village Manager and Village Attorney.

B. Prior to the conveyance of the Property from the Village to QMC Developer, the Village will record the Supportive Housing Restrictive Covenant against the HODC Parcel, in form and substance acceptable to the Village Manager and Village Attorney, limiting the use of the HODC Parcel to affordable housing uses, including Cost Effective Supportive Housing, and QMC Developer hereby consents to same.

C. QMC Developer will donate the HODC Parcel to HODC Developer in the manner described in Section 4.C.2 of this Agreement and HODC Developer will apply for financing for and construct the 48-unit multi-family building restricted to Cost Effective Supportive Housing on the HODC Parcel as described in Section 4.C.1 of this Agreement. If such financing and construction does not occur within the required time periods, the Village may exercise a right of reverter of the HODC Parcel as provided in Section 4.C.3.ii of this Agreement.

D. If any part of the QMC Parcel or the HODC Development converts from rented dwelling units to owner-occupied dwelling units, which conversion of use would require subsequent discretionary Village approvals, the Affordable Housing Requirements applicable to owner-occupied dwelling units then in effect will apply to those dwelling units.

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SECTION 10. **CLIMATE ACTION PLAN.** In furtherance of the Village's Climate Action Plan, Developers will incorporate the elements set forth in **Exhibit B** attached to this Agreement in the construction, operation, and maintenance of either the QMC Development or the HODC Development, as the case may be.

SECTION 11. PAYMENT OF VILLAGE FEES AND COSTS. In addition to all other costs, payments, fees, charges, contributions, or dedications required by this Agreement or by the Requirements of Law, and in addition to all other agreements between Developers and the Village concerning the Development, QMC Developer or HODC Developer must pay to the Village the following fees and costs, but only to the extent applicable to either the QMC Development or the HODC Development:

A. All application, inspection, and permit fees, charges, and contributions, and all other fees, charges, and contributions pursuant to the Requirements of Law or otherwise due as a result of the applicable Development.

B. All reasonable third-party legal, engineering, and other consulting or administrative fees, costs, and expenses actually incurred in connection with: (1) the development of the Property, including, without limitation, the preparation, review, and processing of plans, ordinances, resolutions, and other approvals therefor; and (2) the negotiation, preparation, consideration, and review of this Agreement and all exhibits and associated documents, including any amendments of this Agreement.

SECTION 12. PERFORMANCE SECURITY.

A. General Requirements. As security to the Village for the performance by Developers of their respective obligations pursuant to and in accordance with this Agreement, each Developer will provide to the Village performance and payment security ("***Guarantee***") in the form of one or more letters of credit ("***Letter of Credit***") in the amount set forth in Section 3-501 of the Subdivision Code, and in accordance with the terms set forth in the Subdivision Code. The Letter of Credit must be in form and substance substantially conforming in all material respects with **Exhibit C** to this Agreement and satisfactory to the Village Attorney. Specifically, and without limitation of the foregoing, the Letter of Credit must allow the Village to draw from the Letter of Credit in the event that Developers do not fully reimburse the Village for any costs and expenses incurred by the Village for work performed on either the QMC Parcel or the HODC Parcel, as the case may be, pursuant to Section 6.I.2 of this Agreement. The Letter of Credit must be provided to the Village prior to the issuance of any permits for either the QMC Development or HODC Development, as the case may be, and must be maintained at all times until all Improvements have been approved for the applicable Development, and, as appropriate, accepted. The Guarantee will be administered pursuant to Sections 3-501 to 3-507 of the Subdivision Code.

B. Use of Guarantee Funds. If QMC Developer or HODC Developer fails or refuses to remove any partially completed buildings, Structures, and Improvements, or to perform Site Restoration, as required pursuant to Section 6.I.1 of this Agreement, and such failure or refusal is an Event of Default with respect to QMC Developer or HODC Developer, then the Village in its reasonable discretion may draw on and retain all or any of the funds remaining in the applicable Guarantee of the defaulting Developer which secure such completion or correction and are necessary to remedy such failure or refusal. The Village thereafter will have the right, subject to an additional 30 days' notice and opportunity for cure (provided, however, if such remedy cannot reasonably be completed within 30 days, then the defaulting Developer shall have such additional

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time to complete such remedy so long as the defaulting Developer commences such remedy promptly within such 30 days and thereafter diligently pursues same to completion), to cause such Improvements to be completed or corrected, and subject to the terms of the immediately preceding sentence, to reimburse itself from the proceeds of the Letter of Credit for all of its reasonable out-of-pocket costs and expenses, including reasonable legal fees and administrative expenses, incurred as a result of QMC Developer's or HODC Developer's failure or refusal. If the funds remaining in the Letter of Credit are insufficient to repay fully the Village for all costs and expenses, then whichever of Developers that failed or refused to remedy, must upon demand of the Village therefor deposit with the Village any additional funds as the Village determines are necessary, within 30 days of a request therefor, to fully repay such costs and expenses.

C. Reductions in Guarantee. Concurrent with the approval and/or acceptance of Improvements in the manner provided in Section 5.E of this Agreement, the Guarantee may be reduced in a manner and in amounts authorized in Section 3-504 of the Subdivision Code.

D. Maintenance Guarantee. Immediately after any approval and, where appropriate, acceptance, by the Village of the Public Improvements pursuant to this Agreement, QMC Developer must post a new guarantee in the amount of 10% of the actual total cost of the Improvements caused to be constructed or installed by QMC Developer on the Property provided as (i) all cash or (ii) a combination of cash and a letter of credit (with at least 10% cash), as security for the QMC Developer's maintenance of such Improvements (each, a "***Maintenance Guarantee***"). The Maintenance Guarantee will be held by the Village in escrow until the date that is one year after the approval of the Improvement and where appropriate, acceptance by the Village of the Public Improvement, secured by the Maintenance Guarantee pursuant to this Agreement. If the Village is required to draw on either Maintenance Guarantee by reason of the QMC Developer's failure to fulfill its maintenance obligations under this Section 12, then the QMC Developer, as the case may be, must within 10 days thereafter cause their respective Maintenance Guarantee to be increased to its full original amount.

E. Guaranty of Completion. Quarterra Multifamily Communities, LLC, Delaware limited liability company ("***Guarantor***"), absolutely, irrevocably and unconditionally guaranties to the benefit of the Village the full and prompt performance of QMC Developer's obligations, and the obligations of QMC Developer's affiliates, under this Agreement and any of the payments owed by QMC Developer to the Village under this Agreement, when performance of said obligations shall become due in accordance with this Agreement's terms (collectively, the "***Performance Guaranty***"). The Performance Guaranty shall constitute a guaranty of performance and payment. Guarantor specifically agrees that, in the event of a failure by QMC Developer to timely perform any of these obligations beyond the expiration of any applicable notice and cure period, the Village shall have the right from time to time to proceed first and directly against Guarantor under this Performance Guaranty, and without proceeding against QMC Developer or exhausting any other remedies against QMC Developer. Without limiting the foregoing, Guarantor agrees that it shall not be necessary, and Guarantor shall not have the right, and specifically waives any right it may have, to require, as a condition of enforcing the Performance Guaranty, that the Village: (1) file suit or proceed to obtain a personal judgment against QMC Developer or any other person that may be liable for the obligations of QMC Developer or QMC Developer's affiliates or any part of the obligations of QMC Developer or QMC Developer's affiliates; (2) make any other effort to obtain performance of the obligations or payments from QMC Developer other than providing QMC Developer with any notice of such nonperformance or nonpayment and an opportunity to cures same as may be required under the terms of the Agreement; (3) exercise any other right or remedy that the Village is or may be entitled in connection with the outstanding obligations of QMC Developer or QMC Developer's

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affiliates or any security therefor or any other guarantee thereof. Although the Village may proceed immediately and directly against Guarantor, the Village shall not be entitled to more than a single full performance of the obligations or payments regarding any breach or non-performance by QMC Developer. At the Village's election, in its sole judgment, the Village may, following demand upon Guarantor hereunder, pay, perform or cause to be performed or paid the outstanding obligations of QMC Developer or QMC Developer's affiliates on QMC Developer's behalf. The Village shall not be obligated to undertake any of the foregoing actions, and shall not incur any liability to Guarantor, QMC Developer, or any other person because of taking or not taking any of the foregoing actions. Nothing in this Section 12.E limits or waives the Village's rights under this Agreement. Guarantor joins this Agreement solely for the limited purpose of agreeing to be bound by Guarantor's obligations in this Section 12.E.

SECTION 13. LIABILITY AND INDEMNITY OF VILLAGE.

A. Village Review. Developers acknowledge and agree that the Village is not, and will not be, in any way liable for any damages or injuries that may be sustained as the result of the Village's review and approval of any plans for the Development or the Improvements, or the issuance of any approvals, permits, certificates, or acceptances, for the development or use of the Development or the Improvements, and that the Village's review and approval of any such plans and the Improvements and issuance of any such approvals, permits, certificates, or acceptances does not, and will not, in any way, be deemed to insure Developers or any of their successors, assigns, tenants and licensees, or any third party, against damage or injury of any kind at any time.

B. Village Procedure. Developers acknowledge and agree that all notices, meetings, and hearings have been properly given and held by the Village with respect to the approval of this Agreement and of the Development Approvals, and Developers agree not to challenge such approvals on the grounds of any procedural infirmity or of any denial of any procedural right.

C. Indemnity.

1. QMC Developer agrees to, and does hereby, hold harmless, indemnify, and, at the election of the Village defend with counsel of the Village's choice, the Village and all Village elected or appointed officials, officers, employees, agents, representatives, engineers, and attorneys, from any and all claims that may be asserted at any time against any of those parties in connection with: (i) the Village's review and approval of any plans for the Development or the Improvements; (ii) the issuance of any approval, permit, certificate, or acceptance for the Development or the Improvements; and (iii) the development, construction, maintenance, or use of any portion of the Development or the Improvements (collectively the ***"Indemnified Claims"***); provided, however, that this indemnity does not, and will not, apply to willful misconduct or gross negligence on the part of the Village.

2. HODC Developer agrees to, and does hereby, hold harmless, indemnify, and, at the election of the Village defend with counsel of the Village's choice, the Village and all Village elected or appointed officials, officers, employees, agents, representatives, engineers, and attorneys, from any and all claims that may be asserted at any time against any of those parties in connection with the Indemnified Claims; provided, however, that this indemnity does not, and will not, apply to willful misconduct or gross negligence on the part of the Village.

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SECTION 14. NATURE, SURVIVAL AND TRANSFER OF OBLIGATIONS.

A. Binding Effect. The terms of this Agreement bind and inure to the benefit of the Parties and their agents, successors, and assigns. All obligations assumed by Developers under this Agreement are and will be binding upon Developers personally, upon any and all of their heirs, successors, and assigns, and upon any and all of the respective successor legal or beneficial owners of all or any portion of the Property, but only as to such obligations applicable or attributable to their respective portions of the Property.

B. Successors and Transferees. To assure that all grantees, successors, assigns, and transferees of either QMC Developer or HODC Developer, and all successor owners of all or any portion of the Property have notice of this Agreement and the obligations created by it, QMC Developer and HODC Developer must, from and after the Effective Date:

1. Deposit with the Village Clerk, concurrent with the Village's approval of this Agreement, any consents or other documents necessary to authorize the Village to record this Agreement on title to the Property in the office of the Cook County Clerk's Recording Division per Section 19.O;

2. Notify the Village in writing at least 30 days prior to any date on which either QMC Developer or HODC Developer transfers (as that term is defined in Section 14.C of this Agreement) a legal or beneficial interest in any portion of the Property to a third party with the exception of leases to residential or retail tenants of the Development;

3. Incorporate this Agreement by reference into any and all real estate sales contracts for transfers, as that term is defined in Section 14.C of this Agreement, entered into for the sale of all or any portion of the Property; and

4. Except as provided in Section 14.C of this Agreement, require, prior to the transfer of all or any portion of the Property, or any legal or equitable interest therein, to any third party, the transferee of said portion or interest in the Property, must: (a) obtain Corporate Authority approval of an enforceable written agreement, in substantially the form of **Exhibit D** to this Agreement, agreeing to be bound by the provisions of this Agreement (***"Transferee Assumption Agreement"***); (b) execute the Transferee Assumption Agreement; and (c) provide the Village, upon request, with such reasonable assurance of the financial ability of the transferee to meet those obligations as the Village may require. The Village agrees that upon a successor becoming bound to the obligation created in the manner provided in this Agreement, and providing the financial assurances required pursuant to this Agreement, and subsequent to discretionary approval of the Corporate Authorities, the liability of either QMC Developer or HODC Developer, as the case may be, will be released to the extent of the transferee's assumption of the liability. The failure of either QMC Developer or HODC Developer, as the case may be, to provide the Village with a copy of a Transferee Assumption Agreement fully executed by the transferee and, if requested by the Village, with the transferee's proposed assurances of financial capability before completing any transfer, will result in either QMC Developer or HODC Developer, as the case may be, remaining fully liable for all of its obligations under this Agreement but will not relieve the transferee of its liability for all such obligations as a successor to either QMC Developer or HODC Developer, as the case may be.

C. Transfer Defined. For purposes of this Agreement, the term "transfer" includes, without limitation, any assignment, sale, transfer to a receiver or to a trustee in bankruptcy, transfer in trust, or other disposition of the Property, or any beneficial interest in the Property, in

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whole or in part, by voluntary or involuntary sale, foreclosure, merger, sale and leaseback, consolidation, or otherwise; provided, however, that a lease of a residential or retail tenant space within the Development does not constitute a "transfer" hereunder.

D. Mortgagees of Property. This Agreement is and will be binding on all mortgagees of the Property or other secured parties automatically upon such mortgagee assuming title to the Property, in whole or in part, by a foreclosure or a deed in lieu of foreclosure without the necessity of entering into a Transferee Assumption Agreement. Until such time, however, a mortgagee or other secured party will have no personal liability hereunder.

SECTION 15. TERM.

A. Term. The provisions of this Agreement, unless terminated pursuant to the terms of this Agreement, run with and bind the Property and inure to the benefit of, be enforceable by, and obligate the Parties, and any of their respective, grantees, successors, assigns, and transferees, including all successor legal or beneficial owners of all or any portion of the Property from the date this Agreement is recorded and until the Structures and Improvements are approved by the Village, and the Public Improvements, as required by this Agreement and the Subdivision Code, are accepted by the Village. Following such approval and acceptance, the Village agrees, upon written request of the Developers, to execute appropriate and recordable evidence of the termination of this Agreement. Notwithstanding anything to the contrary in this Section 15, Developers' indemnity and defense obligations as set forth in Section 13 of this Agreement will survive the termination of this Agreement. Approval or acceptance pursuant to this Section 15 will not constitute a waiver of any rights or claims that the Village has, before or after approval and acceptance, with respect to any breach of this Agreement by Developers or any right of indemnification of the Village by the Developers.

B. Contingency. In the event that the Conveyance of Title Date does not occur on or prior to the Closing Date as defined in the PSA, and subject to Uncontrollable Circumstances or as mutually agreed to by QMC Developer and the Village, the Village will have the right, in its sole and absolute discretion, to terminate this Agreement and all obligations of the Village under this Agreement by delivery of notice to Developers. The Village will take all legislative actions necessary to rescind, repeal, or otherwise terminate the Development Approvals prior to terminating this Agreement pursuant to this Section 15.B. Developers agree that, notwithstanding the status of the Development Approvals, Developers' right to construct, maintain, and operate the Development on the Property will terminate upon the termination of this Agreement pursuant to this Section 15.B.

SECTION 16. EVENTS OF DEFAULT.

A. QMC Developer Events of Default. The following are QMC Developer events of default (each an "***Event of Default***") under this Agreement:

1. If any representation made by QMC Developer in this Agreement, or in any certificate, notice, demand or request made by QMC Developer in writing and delivered to the Village pursuant to or in connection with this Agreement, proves to be untrue or incorrect in any material respect as of the date made.

2. Default by QMC Developer for a period of 15 days after written notice thereof in the performance or breach of any covenant contained in this Agreement concerning the existence, structure, or financial condition of QMC Developer; provided, however, that such default or breach will not constitute an Event of Default if such default cannot be cured within said

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15 days and QMC Developer, within said 15 days, initiates and diligently pursues appropriate measures to remedy the default and remedies such default within a reasonable time.

3. Default by QMC Developer for a period of 15 days after written notice thereof from the Village in the performance or breach of any covenant, warranty or obligation contained in this Agreement; provided, however, that such default will not constitute an Event of Default if such default cannot be cured within said 15 days and QMC Developer, within said 15 days, initiates and diligently pursues appropriate measures to remedy the default and in any event cures such default within a reasonable time.

4. The entry of a decree or order for relief by a court having jurisdiction in the premises in respect of QMC Developer in an involuntary case under the federal bankruptcy laws, as now or hereafter constituted, or any other applicable federal or state bankruptcy, insolvency or other similar law, or appointing a receiver, liquidator, assignee, custodian, trustee, sequestrator (or similar official) of QMC Developer for any substantial part of its property, or ordering the winding-up or liquidation of its affairs and the continuance of any such decree or order unstayed and in effect for a period of 60 consecutive days.

5. The commencement by QMC Developer of a voluntary case under the federal bankruptcy laws, as now or hereafter constituted, or any other applicable federal or state bankruptcy, insolvency or other similar law, or the consent by QMC Developer to the appointment of or taking possession by a receiver, liquidator, assignee, trustee, custodian, sequestrator (or similar official) of QMC Developer or of any substantial part of the Property, or the making by any such entity of any assignment for the benefit of creditors or the failure of QMC Developer generally to pay such entity's debts as such debts become due or the taking of action by QMC Developer in furtherance of any of the foregoing, or a petition is filed in bankruptcy by others.

6. QMC Developer fails to comply with the Requirements of Law in relation to the construction and maintenance of the Improvements and Structures contemplated by this Agreement.

7. QMC Developer abandons the QMC Development. Abandonment will be deemed to have occurred when work stops on the QMC Development for more than 90 consecutive days for any reason other than Uncontrollable Circumstances, unless otherwise permitted by this Agreement.

B. **HODC Developer Events of Default**. The following are HODC Developer Events of Default under this Agreement:

1. If any representation made by HODC Developer in this Agreement, or in any certificate, notice, demand or request made by HODC Developer in writing and delivered to the Village pursuant to or in connection with this Agreement, proves to be untrue or incorrect in any material respect as of the date made.

2. Default by HODC Developer for a period of 15 days after written notice thereof in the performance or breach of any covenant contained in this Agreement concerning the existence, structure or financial condition of HODC Developer; provided, however, that such default or breach will not constitute an Event of Default if such default cannot be cured within said 15 days and HODC Developer, within said 15 days, initiates and diligently pursues appropriate measures to remedy the default and in any event cures such default within 60 days after such notice.

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3. Default by HODC Developer for a period of 15 days after written notice thereof from the Village in the performance or breach of any covenant, warranty or obligation contained in this Agreement; provided, however, that such default will not constitute an Event of Default if such default cannot be cured within said 15 days and HODC Developer, within said 15 days, initiates and diligently pursues appropriate measures to remedy the default and in any event cures such default within 60 days after such notice.

4. The entry of a decree or order for relief by a court having jurisdiction in the premises in respect of HODC Developer in an involuntary case under the federal bankruptcy laws, as now or hereafter constituted, or any other applicable federal or state bankruptcy, insolvency or other similar law, or appointing a receiver, liquidator, assignee, custodian, trustee, sequestrator (or similar official) of HODC Developer for any substantial part of its property, or ordering the winding-up or liquidation of its affairs and the continuance of any such decree or order unstayed and in effect for a period of 60 consecutive days.

5. The commencement by HODC Developer of a voluntary case under the federal bankruptcy laws, as now or hereafter constituted, or any other applicable federal or state bankruptcy, insolvency or other similar law, or the consent by HODC Developer to the appointment of or taking possession by a receiver, liquidator, assignee, trustee, custodian, sequestrator (or similar official) of HODC Developer or of any substantial part of the HODC Parcel, or the making by any such entity of any assignment for the benefit of creditors or the failure of HODC Developer generally to pay such entity's debts as such debts become due or the taking of action by HODC Developer in furtherance of any of the foregoing, or a petition is filed in bankruptcy by others.

6. Failure to have funds to meet HODC Developer's obligations including the failure to obtain construction financing to complete the HODC Development within the time required.

7. Sale, assignment, or transfer of the HODC Parcel except in accordance with the Transferee Assumption provisions in Section 14 of this Agreement.

8. Change in the organizational status of HODC Developer except in accordance with the Transferee Assumption provisions in Section 14 of this Agreement.

9. HODC Developer abandons the development of the HODC Parcel. Abandonment will be deemed to have occurred when work stops on the HODC Development for more than 90 consecutive days for any reason other than Uncontrollable Circumstances, unless otherwise permitted by this Agreement.

10. HODC Developer fails to comply with the Requirements of Law in relation to the construction and maintenance of the Improvements and Structures contemplated by this Agreement.

C. <u>Events of Default by the Village</u>. The following are Village Events of Default under this Agreement:

1. If any material representation made by the Village in this Agreement, or in any certificate, notice, demand or request made by the Village in writing and delivered to QMC Developer or HODC Developer pursuant to or in connection with any of said documents, proves to be untrue or incorrect in any material respect as of the date made.

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2. Subject to Uncontrollable Circumstances, default by the Village for a period of 30 days after written notice thereof from QMC Developer or HODC Developer in the performance or breach of any covenant contained in this Agreement; provided, however, that such default will not constitute an Event of Default if such default cannot be cured within said 30 days and the Village, within said 30 days, initiates and diligently pursues appropriate measures to remedy the default and in any event cures such default within 90 days after such notice.

SECTION 17. REMEDIES FOR DEFAULT AND ENFORCEMENT.

A. Remedies for Default. In the case of an Event of Default under this Agreement:

1. Except as otherwise provided in this Agreement and subject to the provisions hereinafter set forth, the non-defaulting Party may institute such proceedings in law or in equity, by suit, action, mandamus, or any other proceeding, as may be necessary or desirable in its opinion to cure or remedy such default or breach, including, but not limited to, proceedings to compel specific performance of the defaulting Party's obligations under this Agreement.

2. Pursuant to Section 6.I of this Agreement, the Village may, without prejudice to any other rights and remedies available to the Village, require: (a) the demolition and removal of any partially constructed or partially completed buildings, Structures, or Improvements from the defaulting Developer's Property; and (b) the performance of Site Restoration. Concurrent with the Village's exercise of its rights under Section 6.I, the Corporate Authorities will have the right, but not the obligation, to terminate the entitlements set forth in the Special Permit Ordinance and this Agreement, without protest or objection by Developers, but solely with respect to the defaulting Developer's Parcel.

3. In case the Village has proceeded to enforce its rights under this Agreement and such proceedings have been discontinued or abandoned for any reason, then, and in every such case, Developers and the Village will be restored respectively to their several positions and rights hereunder, and all rights, remedies and powers of Developers and the Village will continue as though no such proceedings had been taken.

B. Limitation. Notwithstanding anything to the contrary contained in this Agreement, including the provisions of this Section 17, Developers agree that neither will seek, and neither have the right to seek, to recover a judgment for monetary damages against the Village or any elected or appointed officials, officers, employees, agents, representatives, engineers, or attorneys of the Village, on account of the negotiation, execution, or breach of any of the terms and conditions of this Agreement.

C. Repeal of Development Approvals. In addition to every other remedy permitted by law for the enforcement of the terms of this Agreement, the Village will have the absolute right to repeal and revoke the Development Approvals with respect to the QMC Development if a QMC Developer Event of Default occurs under this Agreement, or with respect to the HODC Development, if an HODC Developer Event of Default occurs under this Agreement, in accordance with the Special Permit Ordinance.

D. Prevailing Party. In the event of a judicial proceeding brought by one Party against the other Party, the prevailing Party in the judicial proceeding will be entitled to reimbursement from the unsuccessful Party of all costs and expenses, including reasonable attorneys' fees, incurred in connection with the judicial proceeding.

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SECTION 18. WARRANTIES AND REPRESENTATIONS.

A. By the Village. The Village represents, warrants and agrees as the basis for the undertakings on its part contained in this Agreement that:

1. The Village is a home rule municipal corporation duly organized and validly existing under the law of the State of Illinois and has all requisite corporate power and authority to enter into this Agreement;

2. The execution, delivery and the performance of this Agreement and the consummation by the Village of the transactions provided for herein and the compliance with the provisions of this Agreement: (i) have been duly authorized by all necessary corporate action on the part of the Village; (ii) require no other consents, approvals or authorizations on the part of the Village in connection with the Village's execution and delivery of this Agreement; and (iii) do not, by lapse of time, giving of notice or otherwise, result in any breach of any term, condition or provision of any indenture, agreement or other instrument to which the Village is subject; and

3. To the best of the Village's knowledge, there are no proceedings pending or threatened against or affecting the Village or the Property in any court or before any governmental authority that involves the possibility of materially or adversely affecting the ability of the Village to perform its obligations under this Agreement.

B. By QMC Developer. QMC Developer, and the person executing this Agreement on behalf of QMC Developer, represent, warrant, and covenant, as of the Effective Date of this Agreement, that:

1. QMC Developer is a Delaware limited liability company duly organized, validly existing, and qualified to do business in Illinois;

2. QMC Developer has the right, power, and authority to enter into, execute, deliver and perform this Agreement, and QMC Developer is in compliance with all Requirements of Law, the failure to comply with which could affect the ability of QMC Developer to perform its obligations under this Agreement;

3. The execution, delivery and performance by QMC Developer of this Agreement has been duly authorized by all necessary corporate action, and does not and will not violate its organizational documents, as amended and supplemented, any of the applicable Requirements of Law, or constitute a breach of or default under, or require any consent under, any agreement, instrument, or document to which QMC Developer is now a party or by which QMC Developer is now or may become bound including any mortgages, secured loans, or instruments granting another party a superior interest the Property or the Development and that any parties with such interests must have executed a "Consent and Subordination Agreement" in substantially the form attached to this Agreement as **Exhibit E**;

4. The applications, plans, materials, and other submissions QMC Developer has provided to the Village accurately and truthfully represent QMC Developer's capabilities, resource, and intentions for the construction of the Development on the Property as of the Effective Date. QMC Developer agrees and acknowledges that these submissions have served to induce the Village to enter into this Agreement and that any material misrepresentation contained in QMC Developer's submissions will constitute an uncurable Event of Default pursuant to Section 16 of this Agreement;

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5. There are no actions or proceedings by or before any court, governmental commission, board, bureau or any other administrative agency pending, threatened, or affecting QMC Developer which would impair its ability to perform under this Agreement;

6. QMC Developer will apply for and will maintain all government permits, certificates, and consents (including, without limitation, appropriate environmental approvals) necessary to conduct its business and to construct and complete its obligations as required by this Agreement;

7. QMC Developer has sufficient financial and economic resources to implement and complete its obligations under this Agreement;

8. QMC Developer has no knowledge of any liabilities, contingent or otherwise, of QMC Developer which might have a material adverse effect upon its ability to perform its obligations under this Agreement; and

9. All Improvements constructed or installed by or on behalf of QMC Developer pursuant to this Agreement will be constructed and installed in accordance with high standards of professional practice, care, skill, and diligence practiced by recognized firms or licensed and accredited professionals in performing services of a similar nature. This warranty is in addition to any other warranties expressed in this Agreement. Any work required by law or by this Agreement to be performed by licensed professionals will be performed by professionals licensed by the State of Illinois to practice in the applicable professional discipline.

C. By HODC Developer. HODC Developer, and the person executing this Agreement on behalf of HODC Developer, represent, warrant, and covenant, as of the Effective Date of this Agreement, that:

1. HODC Developer is an Illinois not-for-profit corporation, validly existing, and qualified to do business in Illinois;

2. HODC Developer has the right, power, and authority to enter into, execute, deliver and perform this Agreement, and HODC Developer is in compliance with all Requirements of Law, the failure to comply with which could affect the ability of HODC Developer to perform its obligations under this Agreement;

3. The execution, delivery and performance by HODC Developer of this Agreement has been duly authorized by all necessary corporate action, and does not and will not violate its organizational documents, as amended and supplemented, any of the applicable Requirements of Law, or constitute a breach of or default under, or require any consent under, any agreement, instrument, or document to which HODC Developer is now a party or by which HODC Developer is now or may become bound including any mortgages, secured loans, or instruments granting another party a superior interest the Property or the Development and that any parties with such interests must have executed a "Consent and Subordination" agreement in substantially the form in **Exhibit E**;

4. The applications, plans, materials, and other submissions HODC Developer has provided to the Village accurately and truthfully represent HODC Developer's capabilities, resource, and intentions for the construction of the Development on the Property as of the Effective Date. HODC Developer agrees and acknowledges that these submissions have served to induce the Village to enter into this Agreement and that any material misrepresentation

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contained in HODC Developer's submissions will constitute an uncurable Event of Default pursuant to Section 16 of this Agreement;

5. There are no actions or proceedings by or before any court, governmental commission, board, bureau or any other administrative agency pending, threatened, or affecting HODC Developer which would impair its ability to perform under this Agreement;

6. HODC Developer will apply for and will maintain all government permits, certificates, and consents (including, without limitation, appropriate environmental approvals) necessary to conduct its business and to construct and complete its obligations as required by this Agreement;

7. HODC Developer has sufficient financial and economic resources to implement and complete its obligations under this Agreement;

8. HODC Developer has no knowledge of any liabilities, contingent or otherwise, of HODC Developer which might have a material adverse effect upon its ability to perform its obligations under this Agreement; and

9. All Improvements constructed or installed by or on behalf of HODC Developer pursuant to this Agreement will be constructed and installed in accordance with the highest standards of professional practice, care, skill, and diligence practiced by recognized firms or licensed and accredited professionals in performing services of a similar nature. This warranty is in addition to any other warranties expressed in this Agreement, or expressed or implied by law, which are reserved unto the Village. Any work required by law or by this Agreement to be performed by licensed professionals will be performed by professionals licensed by the State of Illinois to practice in the applicable professional discipline.

SECTION 19. GENERAL PROVISIONS.

A. Notices. Any notice required to be given under this Agreement must be in writing and must be delivered (i) personally, (ii) by a reputable overnight courier, (iii) by certified mail, return receipt requested, and deposited in the U.S. Mail, postage prepaid, or (iv) by e-mail. E-mail notices will be deemed valid and received by the addressee when delivered by e-mail and (a) opened by the recipient on a business day at the address set forth below, and (b) followed by delivery of actual notice in the manner described in either (i), (ii) or (iii) above within three business days thereafter at the appropriate address set forth below. Unless otherwise expressly provided in this Agreement, notices will be deemed received upon the earlier of (a) actual receipt; (b) one business day after deposit with an overnight courier as evidenced by a receipt of deposit; or (c) three business days following deposit in the U.S. mail, as evidenced by a return receipt. By notice complying with the requirements of this Section 19.A, each party will have the right to change the

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address or the addressee, or both, for all future notices to the other party, but no notice of a change of addressee or address will be effective until actually received.

If to the Village:
Village of Northbrook
1225 Cedar Lane
Northbrook, IL 60062
Attention: Village Manager
Email: Cara.Pavlicek@Northbrook.il.us

with a copy to:
Elrod Friedman LLP
325 North LaSalle Street
Suite 450
Chicago, IL 60654
Attention: Steven M. Elrod, Village Attorney
Email: Steven.Elrod@ElrodFriedman.com

If to QMC Developer:
c/o Quarterra Multifamily Communities, LLC
151 N. Franklin Street
Suite 2665
Chicago, Illinois 60606
Attention: Peter Chmielewski and Jeff Woll
Email: Peter.chimielewski@quarterra.com and
jeff.woll@quarterra.com

With a copy to:
Thompson Coburn LLP
55 East Monroe Street
37th Floor
Chicago, IL 60603
Attention: Katriina McGuire
Email: KMcguire@ThompsonCoburn.com
And

Holt Ney Zatcoff & Wasserman, LLP
100 Galleria Parkway, Suite 1800
Atlanta, Georgia 30339
Attention: Derek J. Krebs
Email: dkrebs@hnzw.com

If to HODC Developer:

Housing Opportunity Development Corporation
5340 Lincoln Avenue
Skokie, IL 60077
Attention: Richard Koenig
rkoenig@hodc.org

With a copy to:
Applegate & Thorne-Thomsen
425 S. Financial Place
Suite 1900
Chicago, IL 60605
Attention: Steven Friedland

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sfriedland@att-law.com

B. Time of the Essence. Time is of the essence in the performance of this Agreement.

C. Rights Cumulative. Unless expressly provided to the contrary in this Agreement, each and every one of the rights, remedies, and benefits provided by this Agreement will be cumulative and will not be exclusive of any other such rights, remedies, and benefits allowed by law.

D. Non-Waiver. No waiver of any provision of this Agreement will be deemed to or constitute a waiver of any other provision of this Agreement (whether or not similar) nor will any waiver be deemed to or constitute a continuing waiver unless otherwise expressly provided in this Agreement.

E. Consents. Unless otherwise provided in this Agreement, whenever the permission, authorization, approval, acknowledgement, or similar indication of assent of any Party to this Agreement, or of any duly authorized officer, employee, agent, or representative of any party to this Agreement, is required, the consent, permission, authorization, approval, acknowledgement, or similar indication of assent must be in writing.

F. Governing Law; Venue. This Agreement will be interpreted according to the internal laws, but not the conflicts of laws rules, of the State of Illinois. Exclusive jurisdiction with regard to the any actions or proceedings arising from, relating to, or in connection with this Agreement will be in the Circuit Court of Cook County, Illinois or, where applicable, in the federal court for the Northern District of Illinois. The Parties waive their respective right to transfer or change the venue of any litigation filed in the Circuit Court of Cook County, Illinois.

G. Severability. If any term, covenant, condition, or provision of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the Village will have the right, in its sole and absolute discretion, to determine if (i) the remainder of the provisions of this Agreement will remain in full force and effect and will in no way be affected, impaired, or invalidated, or (ii) the entire Agreement shall be invalid, void, and unenforceable.

H. Entire Agreement. This Agreement and the Special Permit Ordinance constitute the entire agreement between the parties and supersedes any and all previous or contemporaneous oral or written agreements and negotiations between the parties with respect to the subject matter of this Agreement.

I. Interpretation. This Agreement will be construed without regard to the identity of the Party who drafted the various provisions of this Agreement. Every provision of this Agreement will be construed as though all Parties to this Agreement participated equally in the drafting of this Agreement. Any rule or construction that a document is to be construed against the drafting party will not be applicable to this Agreement.

J. Headings. The table of contents, heading, titles, and captions in this Agreement have been inserted only for convenience and in no way define, limit, extend, or describe the scope or intent of this Agreement.

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

K. **Exhibits. Exhibits A** through **E** attached to this Agreement are incorporated in and made a part of this Agreement. In the event of a conflict between any Exhibit and the text of this Agreement, the text of this Agreement will control.

L. **Amendments and Modifications.**

1. No amendment to this Agreement will be effective unless and until the amendment is in writing, properly approved in accordance with applicable procedures, and executed.

2. Amendments or modifications to the Development Approvals can be considered and acted on by the Village without the same being deemed an amendment or modification to this Agreement provided that all applicable procedural requirements of the Zoning Code and Subdivision Code and the provisions of this Agreement are satisfied. Amendments or modifications to the Development Approvals will be incorporated into this Agreement and/or the Exhibits attached to this Agreement, without further action by the Parties.

M. **Changes in Laws.** Unless otherwise explicitly provided in this Agreement, any reference to any Requirements of Law will be deemed to include any modifications of, or amendments to the Requirements of Law as may, from time to time, hereinafter occur.

N. **Third Party Beneficiary.** The provisions of this Agreement are and will be for the benefit of the Developers and Village only and are not for the benefit of any third party, and accordingly, no third party shall have the right to enforce the provisions of this Agreement. The Village will not be liable to any vendor or other third party for any agreements made by the Developers, purportedly on behalf of the Village, without the knowledge and approval of the Corporate Authorities.

O. **Recording.** The Village will record this Agreement against title to the Property, at the sole cost and expense of QMC Developer, with the Cook County Clerk's Recording Division immediately prior to the Village conveying the Property to QMC Developer.

P. **Counterpart Execution.** This Agreement may be executed in several counterparts, each of which is deemed to be an original but all of which will constitute one and the same instrument.re

Q. **Village Actions, Consents, and Approvals**. Any action, consent, or approval needed to be taken or given under this Agreement by the Village may only be performed by the Village Manager or their designee, to the extent provided for by law.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK – SIGNATURE PAGE FOLLOWS]

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IN WITNESS WHEREOF, the Parties have hereunto set their hands on the date first above written.

ATTEST:

_____
Village Clerk

VILLAGE OF NORTHBROOK, an Illinois home rule municipal corporation

By:_____
Cara Pavlicek
Its: Village Manager

QMC NORTHBROOK HOLDINGS, LLC, a Delaware limited liability company

By: Quarterra MF Holdings, LLC, a Delaware limited liability company, its sole member

By: Quarterra Multifamily Communities, LLC, a Delaware limited liability company, its sole member

By: _____
Peter Chmielewski
Its: Vice President

HOUSING OPPORTUNITY DEVELOPMENT CORPORATION, an Illinois not-for-profit corporation

By:_____
Richard Koenig
Its: _____

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QUARTERRA MULTIFAMILY COMMUNITIES, LLC,
a Delaware limited liability company, solely as
Guarantor under Section 12.E of this Agreement

By: _____

Its:_____

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

ACKNOWLEDGMENTS

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

This instrument was acknowledged before me on _____, 2023, by Cara Pavlicek, the Village Manager of the **VILLAGE OF NORTHBROOK**, an Illinois home rule municipal corporation, and by Debra J. Ford, the Village Clerk of said municipal corporation.

_____
Signature of Notary

SEAL

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

STATE OF _____)
) SS
COUNTY OF _____)

This instrument was acknowledged before me on _____, 2023, by Peter Chmielewski, the Vice President of Quarterra Multifamily Communities, LLC, a Delaware limited liability company, sole member of Quarterra MF Holdings, LLC, a Delaware limited liability company, sole member of **QMC NORTHBROOK HOLDINGS, LLC**, a Delaware limited liability company.

_____
Signature of Notary

SEAL

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

STATE OF ILLINOIS)

) SS

COUNTY OF COOK)

This instrument was acknowledged before me on _____, 2023, by _____ the _____ of **HOUSING OPPORTUNITY DEVELOPMENT CORPORATION**, an Illinois not-for-profit corporation, and by Richard Koenig, the _____ of said corporation.

_____

Signature of Notary

SEAL

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LIST OF EXHIBITS

Exhibit A	**Property Legal Description**
Exhibit B	**Climate Action Plan**
Exhibit C	**Form Letter of Credit**
Exhibit D	**Transferee Assumption Agreement**
Exhibit E	**Consent and Subordination Agreement**

EXHIBIT A

LEGAL DESCRIPTION OF PROPERTY

PARCEL 1:

LOTS 11 TO 19 INCLUSIVE, IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR, BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT THE EAST 30 FEET FOR STREET) AND THAT PART OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, LYING EAST OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD AND THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT RAILROAD) IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

ALL THAT PART OF VACATED ILLINOIS ROAD LYING SOUTH OF THE SOUTH LINE OF LOTS 11 TO 19 AND SOUTH OF THE SOUTH LINE OF LOT 11 EXTENDED WEST 8 FEET AND SOUTH OF THE SOUTH LINE OF LOT 19 EXTENDED EAST TO THE WESTERLY RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, (EXCEPT THAT PART OF VACATED ILLINOIS STREET LYING SOUTH OF AND ADJOINING THE SOUTH LINE OF LOT 11 EXTENDED WEST A DISTANCE OF 8.00 FEET TO THE CENTERLINE OF A NORTH/SOUTH ALLEY LYING WEST OF AND ADJOINING SAID LOT 11; WEST OF THE WEST LINE OF LOT 11 EXTENDED SOUTH AND EAST OF THE CENTERLINE OF SAID ALLEY EXTENDED SOUTH SAID LOT 11 IN BLOCK 2 IN FIRST ADDITION TO NORTHBROOK MANOR, BEING A SUBDIVISION OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, (EXCEPT THE EAST 30 FEET FOR STREET) AND THAT PART OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 LYING EAST OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD AND THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 (EXCEPT RAILROAD) IN SECTION 10, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, AS DESCRIBED IN THE SPECIAL WARRANTY DEED RECORDED ON SEPTEMBER 4, 1987, AS DOCUMENT NUMBER LR3649417).

PARCEL 3:

THAT PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT IN THE WEST LINE OF SAID NORTHWEST 1/4, 150 FEET SOUTH OF THE NORTH LINE OF SAID 1/4 SECTION; THENCE SOUTH ALONG SAID WEST LINE A DISTANCE OF 376 FEET; THENCE EAST PARALLEL TO THE NORTH LINE OF SAID 1/4 SECTION, A DISTANCE OF 871.66 FEET TO THE WESTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD; THENCE NORTHWESTERLY ALONG THE WESTERLY LINE OF SAID RIGHT OF WAY, A DISTANCE OF 394.10 FEET; THENCE WEST PARALLEL TO THE NORTH LINE OF SAID 1/4 SECTION TO THE PLACE OF BEGINNING (EXCEPTING FROM SAID PARCEL THAT PART DEDICATED FOR SHERMER ROAD BY DOCUMENT NUMBER LR 2832561 AND ALSO EXCEPT THE

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WEST 33 FEET OF SAID PARCEL TAKEN OR USED FOR SHERMER ROAD) IN COOK COUNTY, ILLINOIS.

PARCEL 4:

THE NORTH 150.0 FEET (EXCEPT THE SOUTH 120 FEET OF THE EAST 152 FEET OF THE WEST 185 FEET THEREOF AND ALSO EXCEPT THE NORTH 30 FEET OF THE EAST 143 FEET OF THE WEST 176 FEET THEREOF) OF THAT PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE NORTH LINE OF SAID SECTION 15, AND THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD; THENCE WEST ON SAID NORTH LINE 701.90 FEET TO THE NORTHWEST CORNER OF SAID SECTION 15; THENCE SOUTH ON THE WEST LINE OF SAID SECTION 1091.10 FEET; THENCE EAST ON A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION TO THE WEST LINE OF SAID RAILROAD RIGHT OF WAY; THENCE NORTHWESTERLY ALONG THE WEST LINE OF SAID RAILROAD RIGHT OF WAY TO THE PLACE OF BEGINNING, (EXCEPTING FROM SAID PARCEL THAT PART DEDICATED FOR SHERMER ROAD BY DOCUMENT NUMBER LR 2832561 AND ALSO EXCEPT THE WEST 33 FEET OF SAID PARCEL TAKEN OR USED FOR SHERMER ROAD) IN COOK COUNTY, ILLINOIS.

PARCEL 5:

NON-EXCLUSIVE EASEMENT FOR DRAINAGE PURPOSES FOR THE BENEFIT OF PARCELS 1, 2, 3, AND 4 AS SET FORTH IN DECLARATION OF RESTRICTIVE COVENANTS RECORDED SEPTEMBER 4, 1987 AS DOCUMENT 87490251 AND FILED SEPTEMBER 4, 1987 AS DOCUMENT LR 3649416.

P.I.N.: 04-15-100-047-0000

Commonly known as 1657 Shermer Road, Northbrook, Illinois

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

EXHIBIT B

CLIMATE ACTION PLAN

Climate Action Plan Elements

1) TRANSPORTATION AND LAND USE

- **1A:** Create opportunities to reduce tailpipe-emitting vehicles in the community by reserving a percentage of parking spots for electric vehicle charging.

  LMC intends to install 20 electric vehicle charging stations with inclusion of infrastructure for an additional 25 stations as demand increases.

  HODC plans to install 1 electric vehicle charging stations with inclusion of infrastructure for 1 additional station.

- **1B:** Encourage public transport through making residents aware of nearby PACE 422 and Metra routes plus reduced fare opportunities.

  LMC plans to install a virtual screen in our ground level lobby that runs live train/bus times for the resident's convenience.

  HODC's Service Coordinator proposes providing flyers and work directly with tenants for access to transportation.

  The Applicant is also proposing to pave an area along Shermer Road where the PACE stop is currently located in front of the Subject Property.

- **1C:** Provide sheltered bicycle parking; coordinate efforts with Shermer Road Sidepath construction to promote active transportation through bike and pedestrian-friendly design.

  LMC intends to include ample covered and secured bike parking as well as a 10' walking/bike path on the west edge of the property, connecting to the north south pedestrian path on Shermer Rd.

  HODC plans to provide parking for a minimum of 16 bikes.

- **1D:** Reduce vehicle miles traveled in the community through increasing density of housing stock.

  Applicant plans to provide increased density in alignment with Northbrook's Comprehensive Plan for the Subject Property location in proximity to public transportation.

2) BUILDINGS AND ENERGY

- **2A:** Design building in alignment with a third-party green building certification.

  LMC proposes its multifamily building will seek Green Globes Certification (2 globe target).

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HODC plans to seek Enterprise Green Communities Certification and Energy Star Multifamily New Construction certification.

- **2B:** Consider inclusion of renewable energy installation to offset all or a percentage of building carbon footprint. Work with C-PACE, the Illinois Power Agency Adjustable Block Program, or similar for incentives.

  LMC states that after discussing options with the recommended groups, mentioned above, LMC has decided to not pursue renewable energy installation at this time. The hesitation is due to impact to development schedule and financing complications, both on up-front hard costs and recapture timelines.

  HODC states they will not pursue renewable energy options at this time.

- **2C:** If 2B will not be realized, assess whether proposed development is amenable to future solar installation in terms of building orientation, roof slope, size, and load considerations.

  LMC proposes electrical infrastructure and structural capacity to keep the option open for future install.

  HODC states it may be possible to install solar panels in the future based on the favorable east/west orientation of the building and having a flat roof.

- **2D:** Strive for zero on-site fossil fuel combustion using electric HVAC, cooktops, ovens, laundry, and water heating for domestic and pool use.

  LMC and HODC propose almost fully electric residential units, with inclusion of the following: electric water heaters and electric laundry, as well as possible inclusion of electric cook tops and electric HVAC.

- **2E:** Work with ComEd Energy Efficiency or similar programs for incentives to advance items such as high efficiency HVAC, building envelope, Energy Star appliances, and insulating windows with U-factors at .30 or lower. Strive for 100% LED interior and exterior lighting.

  LMC plans to engage ComEd to participate in their energy efficiency program. The proposed multifamily community will utilize a full LED lighting package with occupancy sensors in select locations (garage/closets/corridors). The proposed community will utilize Energy Star appliances and hit the desired U-factors.

  HODC plans to utilize ComEd's Affordable Housing New Construction program for energy efficiency. The building will use high-efficiency permanently installed lighting for recessed light fixtures, lighting controls, lighting power density, and exterior lighting. The HODC project will install Energy Star clothes washers and refrigerators.

- **2F:** Prioritize sustainable materials throughout development, including pavements, structural components, utility services, and appliances. This includes maximizing recycled content, domestic production, and lower embodied carbon costs of materials. If applicable, commit to warm mix asphalt and low or zero-VOC paints.

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Applicant response to this item states intention to track material usage as part of the Green Globes certification process.

- **2G:** Reduce urban heat island effect through measures such as "cool" roofs, reflective or permeable surfacing, and adequate shade trees in parking area.

  LMC proposes a combination of white reflective roof, green roof, and permeable surfacing on its multifamily building.

  HODC plans to include reflective roof on its multifamily building.

- **2H:** Allow safe passage of birds through intentional site design. Exterior lighting should have Dark Sky compliance with features such as hooded lanterns, warm-colored LED, and motion- sensor technology. Consider window glass that minimizes bird disorientation.

  Applicant submittal includes a Photometrics Plan that demonstrates minimum requirements for International Dark Sky Association standards are met in regards to the proposed development's exterior lighting features.

3) WATER AND WASTEWATER

- **3A:** Utilize WaterSense and low-flow water fixtures where applicable.

  LMC and HODC intends to include low flow fixtures in select applications, specifically in public amenity zones.

- **3B:** Control runoff with combination overland flow, detention, and infiltration strategies (for example, native landscaping or permeable pavers).

  Applicant has worked with Village Engineers for compliance with stormwater management, and will include some native landscaping.

- **3C:** Provide statement for water conservation measures to be taken into account with pool installation, such as windbreaker walls and shading with trees or solar pool covers.

  Applicant states intention to investigate solar pool cover usage, additionally the pool is centrally located in a courtyard to minimize wind impact.

- **3D:** Include moisture sensors in landscaping irrigation installation. Consider inclusion of rainwater capture techniques for landscape irrigation.

  LMC plans to include moisture sensors for landscaping irrigation in select locations and assessment of rainwater capture techniques within the community garden.

  HODC proposes moisture sensors for landscaping irrigation in select locations.

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

4) WASTE MANAGEMENT

- **4A:** Cook County's Demolition Debris Diversion Ordinance requires all demolitions to divert 70% of debris from landfills through recycling. Applicant should provide statement as to how they plan to meet Cook County Demolition Diversion compliance.

  Applicant states intention to recycle demolition debris for all eligible materials.

- **4B:** Support increased waste diversion opportunities (compost and recycling). Use a waste hauler with recycling services and communicate accepted items for collection to residents.

  Applicant proposes on-site recycling for tenants at HODC and LMC. Applicant states intention to consider composting through residential gardens.

5) GREENSPACE AND ECOSYSTEM

- **5A:** Increase the ability of greenspace to withstand drought conditions through replacement of turf and ornamentals with native prairie and wetland savanna plantings. Strive for at least 70% native species included in Landscape Plans.

  According to the Plant Palette proposed by the Applicant, 63% of species to be included in development landscaping are native or disease-resistant hybrid species. For further alignment with Northbrook's CAP, three non-native species should be replaced with native alternatives. Village recommendations include swapping Hostas for Jacob's Latter or Starry Solomon's Plume; Boxwoods may be replaced with Common Juniper or American Yew.

  5B: Implement sustainable landscaping practices through limiting gas-powered equipment usage, inorganic pesticides, and fertilizers.

  Applicant states plans for an assessment of inorganic pesticides and fertilizer usage with their contract service team. Applicant states limiting gas-powered equipment for maintenance is not likely given the size of the site.

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

EXHIBIT C
FORM LETTER OF CREDIT

IRREVOCABLE STANDBY LETTER OF CREDIT

IRREVOCABLE LETTER OF CREDIT NO. _____ AMOUNT:_____

EXPIRATION DATE: _____ DATE OF ISSUE:_____

_____

[Name of Bank]

_____

[Address]

TO: Village of Northbrook
1225 Cedar Lane
Northbrook, Illinois 60062
Attention: Village Manager

WE HEREBY AUTHORIZE YOU TO DRAW AT SIGHT on this Irrevocable Standby Letter of Credit No. ____ UP TO AN AGGREGATE AMOUNT OF _____ United States Dollars ($_____) for account of _____ (the "***Customer***").

Drafts under this Letter of Credit shall bear upon their face the words:

"Drawn under _____
Irrevocable Standby Letter of Credit No. __ Dated: _____, _____"

Drafts may be for all or any portion of the amount of this Letter of Credit, and shall be in the form attached hereto as ***Exhibit A*** and shall be accompanied by one of the following documents executed by the Village Manager or an individual designated as acting Village Manager:

(a) A written statement on the form attached hereto as ***Exhibit B*** stating that, conditioned upon proper notice to the Village Manager, Letter of Credit No. _____ will expire within 35 days or less and that the Customer has failed to deliver to the Village Manager evidence of a renewal of Letter of Credit No. _____; or

(b) A written statement on the form attached hereto as ***Exhibit C*** stating that all or any part of the improvements required to be constructed by the Customer at 1657 Shermer Road, Northbrook, Illinois (the "***Property***") pursuant to the Development Agreement dated _____, 2023 by and between the Village of Northbrook, QMC Northbrook Holdings, LLC, and Housing Opportunity Development Corporation (the "***Agreement***") have not

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

been constructed in accordance with the Agreement or the Village's general ordinances, codes, or regulations; or

(c) A written statement on the form attached hereto as ***Exhibit D*** stating that all or any part of the costs, payments, permit fees or other fees required to be paid to the Village by the Customer in conjunction with the redevelopment of the Property pursuant to the Agreement or the Village's general ordinances, codes, or regulations, have not been paid in the required time period; or

(d) A written statement on the form attached hereto as ***Exhibit E*** stating that all or any portion of the maintenance, repair, or restoration of the property required to be performed by the Customer pursuant to and in accordance with the Agreement or the Village's general ordinances, codes, and regulations has not been performed; or

(e) A written statement on the form attached hereto as ***Exhibit F*** stating that all or any portion of the Customer's undertakings pursuant to the Agreement have not been performed pursuant to and in accordance with the Agreement.

WE HEREBY AGREE with the beneficiary that:

1. Drafts drawn under and in compliance with this Letter of Credit shall be duly honored immediately upon presentation to us if presented on or before the above-stated Expiration Date or presented at our office together with the original of this Letter of Credit on or before that date. Further, one or more drafts may be presented at our office on or before the Expiration Date.

2. If, within three banking days after any draft drawn under this Letter of Credit is presented to us in conformance with the terms of this Letter of Credit, we fail to honor same, we agree to pay all attorneys' fees, court costs and other expenses incurred by the Village in enforcing the terms hereof.

3. This Letter of Credit shall expire on _____, 20___, as stated hereinabove; provided, however, that we shall send notice to the Village Manager by certified mail, return receipt requested, or hand-delivered courier at least 35 days prior to said Expiration Date, that this Letter of Credit is about to expire.

4. In no event shall this Letter of Credit or the obligations contained herein expire except upon the prior written notice required herein, it being expressly agreed that the above expiration date shall be extended as shall be required to comply with the prior written notice required herein.

5. No consent, acknowledgment, or approval of any kind from the Customer shall be necessary or required prior to honoring any draft presented in conformance with the terms of this Letter of Credit.

6. The aggregate amount of this Letter of Credit may be reduced only upon receipt by us of a document executed by the Village Manager stating that such aggregate amount shall be reduced in an amount permitted by the Village's subdivision regulations because of the satisfactory completion of all or part of the improvements required to be constructed pursuant to the Agreement or the Village's general ordinances, codes, or regulations.

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

7. This Letter of Credit is irrevocable.

This Letter of Credit shall be governed by and construed in accordance with the Uniform Customs and Practices for ISP 98 of the International Chamber of Commerce (the "***Uniform Customs***"). In the event of a conflict between this Letter of Credit and the Uniform Customs, this Letter of Credit shall control. This Letter of Credit shall be deemed to be a contract made under the laws of the State of Illinois, including, without limitation, Article 5 of the Uniform Commercial Code as in effect in the State of Illinois, and shall, as to matters not governed by the Uniform Customs, be governed by and construed in accordance with the laws of the State of Illinois, without regard to principles of conflicts of law.

AS USED HEREIN, THE TERM "BANKING DAY" MEANS ANY DAY OTHER THAN A SATURDAY, SUNDAY, OR A DAY ON WHICH BANKS IN THE STATE OF ILLINOIS ARE AUTHORIZED OR REQUIRED TO BE CLOSED, AND A DAY ON WHICH PAYMENTS CAN BE EFFECTED ON THE FEDWIRE SYSTEM.

_____	_____
[Signature of Bank Officer]	[Signature of Bank Officer]
_____	_____
[Officer's Title]	[Officer's Title]

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

EXHIBIT A TO FORM OF IRREVOCABLE STANDBY LETTER OF CREDIT

FORM OF DRAFT

[To Be Supplied/Revised by Issuing Bank]

To: [BANK NAME, ADDRESS, AND CONTACT PERSON]

Date:

Drawn under _____Irrevocable Standby Letter of Credit No. _____ Dated: _____, 202_.

Pursuant to the attached documentation, Village of Northbrook ("***Beneficiary***") hereby demands that _____ pay to the order of Beneficiary the amount of $_____, by wire transfer with the following instructions:

Bank Name:
Account Number:
ABA Routing Number:

By _____
Name: _____
Title: _____
Date: _____

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

EXHIBIT B TO FORM OF IRREVOCABLE STANDBY LETTER OF CREDIT

To:
Attn:

Re: Letter of Credit No. _____

Ladies and Gentlemen:

This is to advise you that Letter of Credit No. _____ dated _____, 202_ in the amount of $_____ will expire within 35 days or less and that _____ has failed to deliver to the Village Manager evidence of a renewal of Letter of Credit No. _____.

Very truly yours,

_____
Village Manager

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

EXHIBIT C TO FORM OF IRREVOCABLE STANDBY LETTER OF CREDIT

To:
Attn:

Re: Letter of Credit No. _____

Ladies and Gentlemen:

This is to advise you that all or any part of the improvements required to be constructed by the Customer (as that term is defined in the above-referenced Letter of Credit) pursuant to that certain Development Agreement dated _____, 2023 by and between the Village of Northbrook, QMC Northbrook Holdings, LLC, and Housing Opportunity Development Corporation (the "***Agreement***") have not been constructed in accordance with the Agreement or the Village's general ordinances, codes, and regulations.

Very truly yours,

_____
Village Manager

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

EXHIBIT D TO FORM OF IRREVOCABLE STANDBY LETTER OF CREDIT

To:
Attn:

Re: Letter of Credit No. _____

Ladies and Gentlemen:

This is to advise you that all or any part of the costs, payments, permit fees or other fees required to be paid to the Village by the Customer (as that term is defined in the above-referenced Letter of Credit) in conjunction with the redevelopment of property pursuant to that certain Development Agreement dated _____, 2023 by and between the Village of Northbrook, QMC Northbrook Holdings, LLC, and Housing Opportunity Development Corporation or the Village's general ordinances, codes, or regulations, have not been paid in the required time period.

Very truly yours,

_____
Village Manager

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

EXHIBIT E TO FORM OF IRREVOCABLE STANDBY LETTER OF CREDIT

To:
Attn:

Re: Letter of Credit No. _____

Ladies and Gentlemen:

This is to advise you that all or any part of the maintenance, repair or restoration required to be performed by the Customer (as that term is defined in the above-referenced Letter of Credit) pursuant to and in accordance with that certain Development Agreement dated _____, 2023 by and between the Village of Northbrook, QMC Northbrook Holdings, LLC, and Housing Opportunity Development Corporation, or the Village's general ordinances, codes, and regulations, has not been performed.

Very truly yours,

_____
Village Manager

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

EXHIBIT F TO FORM OF IRREVOCABLE STANDBY LETTER OF CREDIT

To:
Attn:

Re: Letter of Credit No. _____

Ladies and Gentlemen:

This is to advise you that all or any part of the undertakings of the Customer (as that term is defined in the above-referenced Letter of Credit) pursuant to that certain Development Agreement dated _____, 2023 by and between the Village of Northbrook, QMC Northbrook Holdings, LLC, and Housing Opportunity Development Corporation (the "***Agreement***") have not been performed pursuant to and in accordance with the Agreement.

Very truly yours,

_____
Village Manager

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

EXHIBIT D

TRANSFEREE ASSUMPTION AGREEMENT

THIS TRANSFEREE ASSUMPTION AGREEMENT is made as of this _____ day of _____, 20__, between the **VILLAGE OF NORTHBROOK**, an Illinois home rule municipal corporation (***"Village"***), _____, a _____ (***"Developer"***), and _____, a _____ (***"Transferee"***).

W I T N E S E T H:

WHEREAS, pursuant to that certain real estate sale contract dated _____, 20__, the Transferee agreed to purchase from Developer certain real property situated in ____ County, Illinois and legally described in **Exhibit 1** attached to and, by this reference, made a part of this Agreement (***"Property"***); and

WHEREAS, following the conveyance of the Property by Developer, the Transferee will be the legal owner of the Property; and

WHEREAS, as a condition to the conveyance of the Property by Developer, the Village and Developer require that the Transferee agree to comply with all the terms, requirements, and obligations set forth in that certain Development Agreement, dated as of _____, 20__, and recorded in the office of the Cook County Clerk's Recording Division on _____, 20__, as Document No. _____, by and between the Village, Developer, and _____ (***"Development Agreement"***);

NOW, THEREFORE, in consideration of the agreement of Developer to convey the Property to the Transferee, and of the Village to accept the transfer of obligations as provided herein and to grant the releases granted herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, it is hereby agreed by, between, and among the Village, Developer, and the Transferee as follows:

1. **Recitals.** The foregoing recitals are by this reference incorporated herein and made a part hereof as substantive provisions of this Agreement.

2. **Assumption of Obligations.** The Transferee, on its behalf and on behalf of its successors, assigns, heirs, executors, and administrators, hereby agrees, at its sole cost and expense, to comply with all of the terms, requirements, and obligations of the Developer in the Development Agreement, including all exhibits and attachments, regardless of whether such terms, requirements, and obligations are to be performed and provided by, or are imposed upon, Developer or the Property.

3. **Payment of Village Fees and Costs.** In addition to any other costs, payments, fees, charges, contributions, or dedications required by this Agreement, the Development Agreement or by applicable Village codes, ordinances, resolutions, rules, or regulations, the Transferee must pay to the Village, immediately upon presentation of a written demand or demands therefor, all legal, engineering, and other consulting or administrative fees, costs, and expenses incurred in connection with the negotiation, preparation, consideration, and review of this Agreement.

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

4. **Acknowledgment and Release of Developer.** The Village hereby acknowledges its agreement to the Transferee's assumption of the obligation to comply with the terms, requirements, and obligations of the Developer in the Development Agreement, including all exhibits and attachments, and the Village hereby releases Developer from any personal liability for failure to comply with the terms, requirements, and obligations of the Developer in the Development Agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed as of the day and year first written above.

ATTEST:

VILLAGE OF NORTHBROOK,
an Illinois home rule municipal corporation

_____

By:_____

Village Clerk

Its: Village Manager

ATTEST:

[**DEVELOPER]**,
a _____

By:_____

Its:_____

By:_____

Its:_____

ATTEST:

[TRANSFEREE],
a _____

By:_____

Its:_____

By:_____

Its:_____

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

ACKNOWLEDGMENTS

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

This instrument was acknowledged before me on _____, 20__, by _____, the Village Manager of the **VILLAGE OF NORTHBROOK**, an Illinois home rule municipal corporation, and by _____, the Village Clerk of said municipal corporation.

_____
Signature of Notary

SEAL

_____

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

This instrument was acknowledged before me on _____, 20__, by _____ the _____ of **DEVELOPER**, a _____, and by _____, the _____ of said _____.

_____
Signature of Notary

SEAL

_____

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

This instrument was acknowledged before me on _____, 20__, by _____ the _____ of **TRANSFEREE**, and by _____, the _____ of said _____.

_____
Signature of Notary

SEAL

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

EXHIBIT 1 TO TRANSFEREE ASSUMPTION AGREEMENT

PROPERY LEGAL DESCRIPTION

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

EXHIBIT E

CONSENT AND SUBORDINATION AGREEMENT

_____ (and its successors and assigns, **"*Mortgagee*"**), is the holder of a certain note made by _____ and secured by the following documents, each from _____ and recorded with the Cook County Clerk's Recording Division as indicated below (collectively, the **"*Mortgage*"**):

[*DESCRIBE ALL APPLICABLE MORTGAGE AGREEMENTS, NOTES, AND OTHER RELATED DOCUMENTS, EACH BY DATE OF EXECUTION, DATE OF RECORDATION, AND RECORDED DOCUMENT NUMBER*]

Mortgagee hereby consents to the execution and recording of that certain Development Agreement, dated as of _____, 20__, and recorded in the office of the Cook County Clerk's Recording Division on _____, 20__, as Document No. _____, by and between the Village and Developer (**"Development *Agreement*"**), and hereby subjects and subordinates the Mortgage to the provisions of the Development Agreement.

IN WITNESS WHEREOF, Mortgagee has caused this Consent and Subordination Agreement to be signed by its duly authorized officer on its behalf on this _____ day of _____, 20__.

MORTGAGEE:

By: _____
Its: _____

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

This instrument was acknowledged before me on _____, 20__, by _____ the _____ of **MORTGAGEE**, a _____, and by _____, the _____ of said _____.

_____
Signature of Notary

SEAL

Attachment: Exhibit D of Ordinance - Development Agreement (6499 : An Ordinance Granting Approval of Special Permits, Development

EXHIBIT E

FIRST AMENDMENT TO PURCHASE AND SALE AGREEMENT

Attachment: Exhibit E of Ordinance - First Amendment to PSA (6499 : An Ordinance Granting Approval of Special Permits, Development

FIRST AMENDMENT TO REAL ESTATE PURCHASE AND SALE AGREEMENT

THIS FIRST AMENDMENT TO REAL ESTATE PURCHASE AND SALE AGREEMENT (this "***Amendment***") is made as of this 24th day of January, 2023 (the "***Amendment Effective Date***"), by and between **VILLAGE OF NORTHRBOOK, ILLINOIS**, an Illinois home rule municipal corporation ("***Seller***") and **QMC NORTHBROOK HOLDINGS, LLC**, a Delaware limited liability company, successor-by-assignment to Quarterra Multifamily Communities, LLC f/k/a Lennar Multifamily Communities, LLC ("***Purchaser***").

W I T N E S S E T H:

WHEREAS, Seller and Purchaser are parties to that certain Real Estate Purchase and Sale Agreement dated May 11, 2022, as assigned to Purchaser (as assigned, the "***Agreement***"), with respect to the sale by Seller to Purchaser of certain real property located in the Village of Northbrook, Cook County, Illinois, as more particularly described in Agreement;

WHEREAS, the Purchase Price of Ten Million Five Hundred Thousand and No/100 Dollars ($10,500,000.00) was agreed upon by the parties in part based on Purchaser's intent to develop one parcel itself consisting of 8.89 acres with three hundred thirty-five (335) luxury apartment homes, of which five would be affordable, at five stories in height with a parking structure at six stories in height (up to 75') comprised of approximately 500 parking stalls in addition to 62 surface parking stalls, and an approximately 6,500 square foot commercial building with the intent to be occupied by a restaurant with rooftop dining with 51 parking stalls as part of the Mixed-Use Development and additionally donate approximately 1.49 acres of the purchased property to Housing Opportunities Development Corporation (HODC) for their development and operation of a multi-tenant supportive housing building with surface parking;

WHEREAS, Seller and Purchase acknowledge and agree that as of the date of this First Amendment, Purchaser has received all of the Zoning Approvals from the Village;

WHEREAS, in an effort to address comments received in connection with Purchaser's pursuit of the Zoning Approvals for the 8.89 acre parcel, Purchaser has reduced the number of apartment homes within the Mixed-Use Development by seventeen (17), so that the Mixed-Use Development now will contain a maximum of three hundred eighteen (318) luxury apartment homes, reduced the height of the parking structure to five stories with 495 parking stalls and 68 surface parking stalls, increased surface parking for commercial area to 80 spaces, enhanced the exterior finishings of the residential building, and enhanced the landscaping; and

WHEREAS, Seller and Purchaser are mutually desirous of entering into this Amendment to (i) reduce the Purchase Price to account for the density reduction, and site enhancements in the Mixed-Use Development and the unforeseeable additional costs to be incurred by Purchaser; and (ii) amend certain other terms and provisions of the Agreement as hereinafter specifically set forth.

NOW, THEREFORE, for and in consideration of the premises, Ten Dollars ($10.00) in hand paid by Purchaser to Seller, and other good and valuable consideration, the receipt, adequacy and sufficiency of which is hereby acknowledged by Seller and Purchaser, Seller and Purchaser, intending to be legally bound, hereby agree as follows:

Attachment: Exhibit E of Ordinance - First Amendment to PSA (6499 : An Ordinance Granting Approval of Special Permits, Development

1. The foregoing recital of facts is hereby incorporated herein to the same extent as if hereinafter fully set forth. Capitalized words and phrases used herein which are not defined herein but which are defined in the Agreement shall have the meaning ascribed thereto in the Agreement.

2. The first sentence of Section II A of the Agreement hereby is modified by deleting therefrom "TEN MILLION FIVE HUNDRED THOUSAND AND NO/100 DOLLARS ($10,500,000.00)" and inserting in lieu thereof "NINE MILLION TWO HUNDRED FIFTY THOUSAND AND NO/100 DOLLARS ($9,250,000.00)" so that the Purchase Price shall be NINE MILLION TWO HUNDRED FIFTY THOUSAND AND NO/100 DOLLARS ($9,250,000.00).

3. Notwithstanding anything in the Agreement to the contrary, Purchaser shall have the right to extend the Closing Date for a period of seven (7) months (the "***Closing Date Extension***") by so notifying Seller and Escrow Agent not later than five (5) days prior to the Closing Date otherwise established without such Closing Date Extension and depositing an additional Twenty-Five Thousand and No/100 Dollars ($25,000.00) (the "***Extension Deposit***"), which Extension Deposit shall be treated for all purposes under the Agreement as part of the Deposit.

4. If Purchaser elects to exercise the Closing Date Extension pursuant to Section 3 of this Amendment, then the Purchase Price payable at Closing shall be increased by an amount equal to the total monthly interest charges incurred by Seller pursuant to Seller's Taxable GO Bond from the date that Closing would have occurred but for such Closing Date Extension until the actual Closing Date, which interest charges for any partial calendar month (e.g. if the Closing Date Extension commences on a date other than the first day of a calendar month or if Closing occurs on a date other than the last day of a calendar month) shall be prorated on a per diem basis. A schedule of such monthly interest charges is set forth on **Exhibit A** attached hereto and incorporated herein by reference.

5. Except as herein amended, the Agreement shall remain in full force and effect as originally written. This Amendment shall be binding upon and shall inure to the benefit of Seller and Purchaser and their respective successors and assigns, and shall be governed by Illinois law. Each party hereto represents to the other party hereto that such party has the full right and authority to enter into this Amendment without the consent or approval of any other person, entity or court. This Amendment may be executed in any number of counterparts, each of which will constitute an original but all of which, taken together, will constitute but one and the same instrument. To facilitate execution of this Amendment, the parties may execute by electronic signature (e.g. DocuSign) and exchange telefaxed or e-mailed counterparts of the signature pages and such counterparts will serve as originals.

Remainder of Page Intentionally Left Blank.

Attachment: Exhibit E of Ordinance - First Amendment to PSA (6499 : An Ordinance Granting Approval of Special Permits, Development

IN WITNESS WHEREOF, the parties hereto have caused this Amendment to be duly executed, sealed and delivered as of the Amendment Effective Date.

PURCHASER:

QMC NORTHBROOK HOLDINGS, LLC, a Delaware limited liability company

By: Quarterra MF Holdings, LLC, a Delaware limited liability company, its sole member

By: Quarterra Multifamily Communities, LLC, a Delaware limited liability company, its sole member

By: _____
Peter Chmielewski, Vice President

SELLER:

VILLAGE OF NORTHBROOK, ILLINOIS, an Illinois home rule municipal corporation

By:_____
Cara Pavlicek, Village Manager

Attachment: Exhibit E of Ordinance - First Amendment to PSA (6499 : An Ordinance Granting Approval of Special Permits, Development

EXHIBIT A
(Interest Schedule)

Village Interest on Taxable GO Bond		
June 2023	$	21,523.17
July 2023	$	21,523.17
August 2023	$	21,523.17
September 2023	$	21,523.17
October 2023	$	21,523.17
November 2023	$	21,523.17
December 2023	$	20,566.50
January 2024	$	20,566.50

Attachment: Exhibit E of Ordinance - First Amendment to PSA (6499 : An Ordinance Granting Approval of Special Permits, Development